



VILLAGE OF LISLE

Out of the Past and into the Future

Proposal Prepared for:
REGIONAL TRANSPORTATION AUTHORITY
March 15, 1991



3 5556 020 288 742

Village of Lisle

"The Arboretum Village"

1040 Burlington Avenue - Lisle, Illinois 60532-1898

Police Emergency • 968-2171 Police Non-Emergency • 719-0800 Building/Zoning • 719-0808

Public Works Administration/Engineering • 969-1424 Public Works Operations • 968-7444 Business Office/Other • 968-1200

March 15, 1991

Ms. Laura A. Jibben
Executive Director
Regional Transportation Authority
One North Dearborn, Suite 1100
Chicago, IL 60602

RE: The Village of Lisle's Proposal for a PRT System

Dear Ms. Jibben:

In having the opportunity to submit a proposal to the RTA for a Personal Rapid Transit system, we in the Village of Lisle feel that we have been presented with a unique opportunity of major benefit to our village.

In the pages that follow, we have tried to convey the uniqueness of the Village of Lisle: our resources, geography, and community commitment. These qualities make Lisle an excellent place to build the first suburban PRT system.

We invite you to visit Lisle, and see the proposed routes for yourselves. Our Warrenville Road/I-88 corridor corporations are excited about this possibility, as evidenced by the attached letters of support from community businesses, organizations, property owners and corporations.

Thank you for the chance to submit this proposal. We are looking forward to a continuing commitment to work with the RTA to make Personal Rapid Transit a reality in Lisle.

Very truly yours,

VILLAGE OF LISLE

A handwritten signature in black ink, appearing to read "Ronald S. Ghilardi".

Ronald S. Ghilardi
Mayor



TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
INTRODUCTION	5
DEFINITIONAL CONSTRAINTS	7
Site Description	7
Core Route (Two Mile)	7
Maintenance Facility	9
Four Mile Route	9
Six Mile Route	11
Primary (First) Extension Route	12
Other Potential System Extensions	14
Extension A: New Post Office Route	14
Extension B: Multi-Use Route	14
Extension C: Industrial/Residential Route	15
Extension D: Naperville I-88 Corridor Link	15
Extension E: Multi-Family/School Route	16
Extension F: Interconnection, Extensions B to E	16
Other Possible Extensions	17
Accessibility to Disabled and Mobility-impaired Persons	17
RIDERSHIP	19
Existing Metra and Pace Service	19
Connection to Existing Highway System	20
Ridership of Proposed System: Origin-Destination Pairs	21
Stability of Ridership/Ridership Patterns	22
Ridership Potential	25
Ridership Market	25
Regional Trip Opportunities	26
CONSTRUCTABILITY	29
Construction Considerations/Constraints	29
Core Route	29
Four Mile Extension	31
Six Mile Extension	32
Soil Conditions	34
Utility Constraints	34
Zoning Codes	34
Availability of Right-of-way	35
Suitability of Site for Elevated Guideways	36
LOCAL COMMITMENT	37
Public/Private Partnerships	37
Economic and Community Development and the PRT	40
Local Support for PRT	41
Village of Lisle Support for Public Transportation	41
CONCLUSION	44

LIST OF FIGURES

Figure 1, Lisle Population History	5
Figure 2, Lisle PRT Site Plan	7
Figure 3, Lisle Street Map	7
Figure 4, Lisle Area Topographic Map	7
Figure 5, Pace Route Map for Lisle Metra Station	19
Figure 6, Daytime Population, Year 2005	21
Figure 7, Origin-Destination Study Area Map	21
Figure 8, Commercial Building Permit Valuation, 1980-1990	40

LIST OF TABLES

Table 1, Morton Arboretum Monthly Visitor Data	21
Table 2, Origin-Destination Study	21
Table 3, Major Traffic Generators	22
Table 4, Ridership Potential (By Station)	25
Table 5, Right of Way Status	35

NOTE: Figures and tables can be found on the page directly following those indicated above.

APPENDICES

Appendix A

Letters of Support

Appendix B

Support for Public Transportation by the
Village of Lisle: Correspondence with Pace
and the Burlington Northern Railroad

EXECUTIVE SUMMARY

Enthusiastic about the concept of PRT and the opportunity to be selected as the RTA's test site, the Village of Lisle has carefully designed a proposal focusing upon the three areas defined by the RTA as critical to the evaluation process. These are: Ridership, Constructability, and Local Commitment. Following is a brief overview of the highlights of the Lisle proposal.

Site

A core route is presented, along with four and six-mile extensions; an important "primary extension" meant to be the first expansion beyond the prototype system; and six other potential extensions.

The core route would serve:

- Lisle Metra/Burlington Northern station--second highest boardings on Burlington Northern line.
- Downtown Lisle area--mix of retail and service businesses.
- Portions of three major office/research developments, with a total of 1.14 million square feet of office space.
- Hyatt Lisle hotel with 311 rooms and full restaurant/banquet facilities.
- Four automobile dealerships on one site, equipped with full service facilities.

The 4-mile extension adds to the core route:

- Portions of two major office/research developments, totaling an additional 884,000 square feet of office space.
- The Morton Arboretum, a 1500-acre scientific and educational facility which draws 335,000 visitors a year.

The six-mile extension adds to the above routes:

- A multi-family residential complex with 308 units.

- Portions of three major office/research developments, totalling 1.17 million square feet of office space.

The primary extension adds the following:

- Portions of five major office/research developments, totalling 2.24 million square feet of office space.
- Two major hotel/restaurant/banquet facilities, with a combined total of 555 rooms and banquet seating for 1500 people.

The six potential extensions serve a variety of facilities, including several light industrial park areas, a college, two high schools, various commercial areas, the post office, multi-family residential developments, and a major group of parks/recreation facilities.

Ridership

Lisle is now the second busiest station on the Burlington Northern line, and one of the largest in the Chicago area. Eleven Pace routes currently serve the Lisle station, linking residents of Lisle, Woodridge, Bolingbrook, and southeast Naperville to the Lisle station. A PRT system in Lisle would open a new market to the existing Pace and Metra services: those who work in the Lisle I-88 corridor.

The daytime population of the total six mile site is projected to be approximately 12,000 in the year 2005. The total amount of office space served in the total six mile site is 3.2 million square feet, along with 311 hotel rooms, four car dealerships, and the Morton Arboretum. The proposal provides detailed data on origin-destination pairs, ridership potential, and major traffic generators.

The off-peak ridership potential comes from trips to the Morton Arboretum; lunchtime trips by office employees for lunch and personal business in the downtown area; travel by hotel guests in the area; shopping and service trips in the downtown area; car dealership-related trips; health and fitness facilities in the area; and trips between office buildings, as one large corporation has multiple facilities within the corridor.

A PRT system in Lisle will provide the opportunity to make more trips in the region by public transit rather than by car, as well as eliminate from area highways many of the trips of short duration that now occur by automobile. Thus, the PRT can contribute significantly to a reduction in current and future traffic congestion in the Lisle area.

A PRT system will have substantial impacts on both existing and future developments in Lisle. These impacts will be both economic and physical. Economic impacts include: a marketing tool for owners of office space, as office location on the PRT route would be desirable; increased labor pool for employers due to existence of public transit; fewer lost employees when corporations move from the city to the suburbs, due to availability of public transit; flexibility added to the Lisle area transportation network; and the provisions of the new Clean Air Act require reduction in automobile commuting by employees--PRT provides an alternative.

Physical impacts include: reduced or delayed need for highway widenings and improvements; reduced traffic congestion; reduced need for parking spaces; and developments would physically incorporate PRT guideway into their sites, and stations into their buildings.

Constructability

The proposal provides detailed information on the physical construction constraints on the six mile PRT site. Soil conditions, utility constraints and zoning codes will not present major obstacles to the PRT system. An analysis of the current ownership and control of the necessary right-of-way is presented in Table 5. The site is not unsuitable to elevated guideways.

Local Commitment

The Village of Lisle has a history of forming **public/private partnerships**. These include working with major developers to provide major public improvements that combine public/private expense; active participation in the Lisle Chamber of Commerce; and Lisle was the first municipal member of the Illinois Corridor Transportation Management Association, a public/private partnership to address the transportation needs of the growing corridor area.

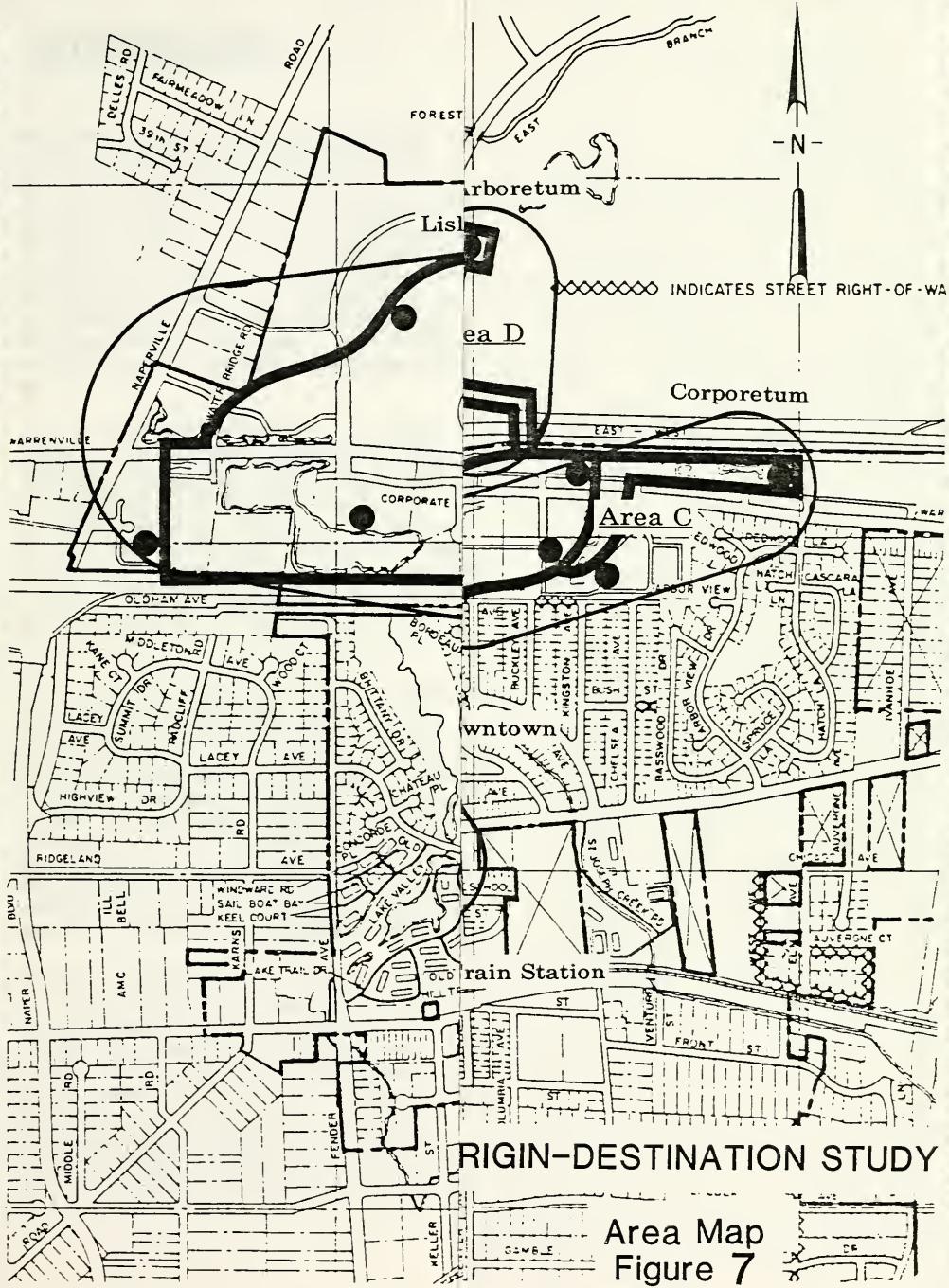
Lisle already has plans in motion to **promote PRT in Lisle**, including a video that was produced for public education purposes; a planned display at the Lisle Chamber of Commerce Business Expo in late March; and plans are underway to form a Lisle area tourism and convention bureau.

Lisle is already a **growing, vital economic community**. A PRT system located in Lisle will contribute greatly to continued growth and economic development through a reduction in traffic congestion, and by enabling an enlargement of the existing labor pool by providing a public transit link between the corridor and the Lisle Metra station.

A high level of local support for PRT already exists, as evidenced by the enthusiastic letters of support from numerous developers, corporations, and businesses in the PRT site area. Letters of support have been received from every major property owner/developer in the Lisle six-mile site. The number of large office developments reduces the number of property owners with whom the RTA must deal during design and construction, adding to the attractiveness of Lisle as the test site for PRT.

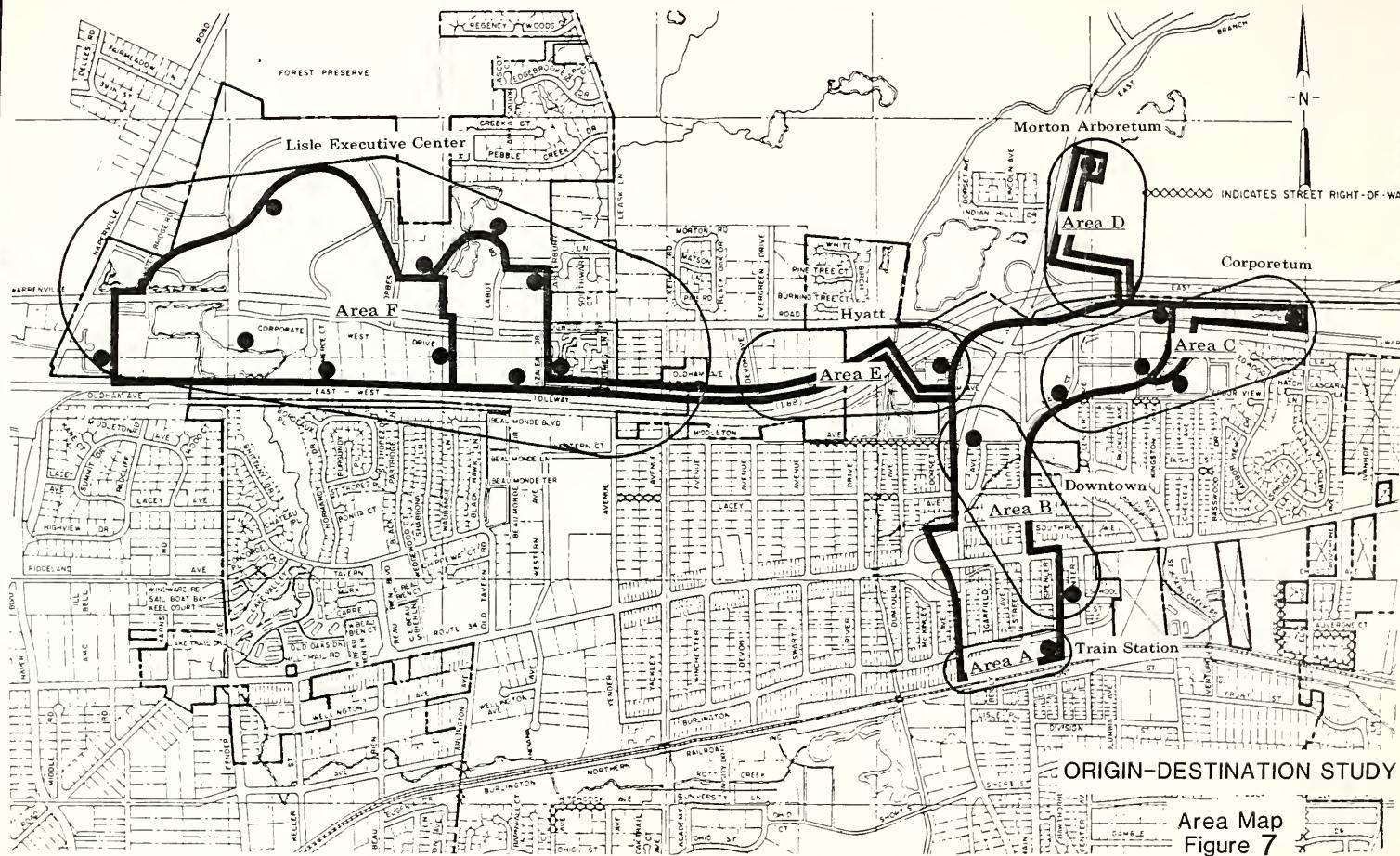
Lisle has a long history of strong support for public transportation. Lisle has, over the years, worked closely with Pace, the Burlington Northern Railroad, Metra, and the Illinois Department of Transportation--Division of Public Transportation. Projects have included construction of the Lisle commuter station and parking in 1978; construction of various improvement projects at the Lisle commuter station between 1982 and 1990; study of a possible new Burlington Northern station site at the North/South tollway; formation of the Ad-Hoc Commuter Transportation Committee in 1987 to study ways to improve accessibility to the Lisle commuter station; and a close working relationship with Pace, including an ongoing dialogue regarding possible improvements to Pace routes, advertising, promotion, and other matters.

Lisle has a great deal to offer as the RTA's prototype site for PRT. A detailed list of Lisle's advantages are set out in the Conclusion of this proposal. The Lisle community eagerly awaits the opportunity to show the RTA officials its proposed site, as well as the RTA's subsequent decision.



ORIGIN-DESTINATION STUDY

Area Map Figure 7



ORIGIN-DESTINATION STUDY

Area Map
Figure 7

INTRODUCTION

Strategically located near the intersections of the North-South Tollway (I-355), the East-West Tollway (I-88) and Illinois Route 53, the Village of Lisle is actively growing. According to Northeastern Illinois Plan Commission projections, Lisle will expand from its present population of 19,500 to 30,000 residents by the year 2000. A complete history of population growth is shown in Figure 1, Lisle Population History. With its large corporate community along the I-88 corridor, Lisle's total projected year 2005 daytime population of its proposed site is approximately 12,000. The Village is managing this growth carefully to ensure adequate services continue to be available to all.

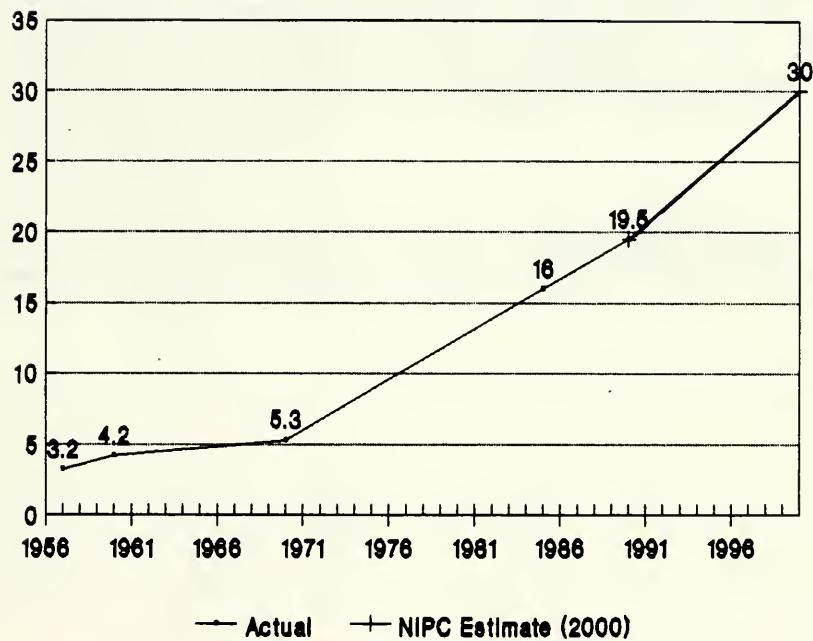
Lisle was first settled in 1832 by two brothers, James and Luther Hatch. The Hatch brothers began farming along what is now Ogden Avenue; other settlers soon followed. In 1864, the Chicago, Burlington and Quincy Railroad was built through Lisle, providing a link between Chicago and Aurora. Lisle's early history is kept alive today by the Lisle Heritage Society, who operate the Doris M. Gurtler Museum in Lisle's second railroad depot. This building served Lisle from 1874 to 1978, at which time the depot was relocated to a nearby site. It was then restored, along with two other historic Lisle buildings.

The Village of Lisle was incorporated in 1956. It is governed by a Village president (mayor) and six trustees, elected at large for overlapping four year terms. A full time village manager oversees the day to day operations of the village, which employs 100 full and part time employees in its administrative, building, police, and public works departments. The Village Board is also aided by several advisory boards, including the Plan Commission, Zoning Board of Appeals, and Police Pension Board. The Village Board itself is also divided into six committees consisting of three trustees each; four of these committees are assisted by active citizen's advisory committees which deal with various special issues, including one for transportation-related matters.

Lisle is home to many fine organizations and corporations. The Lisle Chamber of Commerce has over businesses as 300 members, and is a dynamic group. Many area service organizations are active, including the Lisle Rotary Club, Lisle Kiwanis Club, and the Lisle Lions Club. Two respected private learning institutions are located in Lisle. These are the Illinois Benedictine College, a four year institution, and Benet Academy, a private college preparatory high school with an excellent reputation. Additionally, Lisle is home to major corporations such as United States Fidelity & Guaranty Company; Cabot, Cabot & Forbes Asset

Figure 1

POPULATION OF LISLE
(Residential)



In Thousands

Management Company; AT&T Network Software Center; Unisys; General Accident Insurance; Pansophic; Van den Bergh Foods; John Sexton Company; Interlake; R. R. Donnelly and Sons; Corporetum Development Company; Walsh, Higgins & Company; the Daily Herald (Paddock Publications); American National Bank; Van Kampen Merritt; and others are located here.

Lisle is served by several governmental special service districts. The Lisle Woodridge Fire Protection District is the largest fire district in the state, and the only fire district to qualify for an ISO Class 2. The Lisle Library District offers its patrons a highly rated collection of books, magazines, video cassettes, records, compact discs, tapes, films, and art work, as well as computers and various audio visual equipment. The Lisle Park District maintains 32 parks and five school/park sites totalling 378 acres. Their Sea Lion Aquatic Park won the 1988 National Recreation and Park Association Award for excellence in design. The Village of Lisle is located entirely within Lisle Township and DuPage County.

Lisle residents are served by Lisle School District 202, Naperville School District 203, and Woodridge District 68/Downers Grove District 99. St. Joan of Arc School is a private school for grades K-8 run by the Catholic church. Benet Academy, as was mentioned previously, is a private high school.

DEFINITIONAL CONSTRAINTS

Site Description

The Village of Lisle has provided the RTA with a large site plan, showing the proposed routes on a 400 scale black and white photomosaic. A slide has also been provided for presentation purposes. For reference purposes, this proposal contains a color photograph of that site plan (Figure 2, Lisle PRT Site Plan), a Lisle street map (Figure 3, Lisle Street Map), and a topographic map of the Lisle area (Figure 4, Lisle Area Topographic Map). A supplemental photo booklet has also been included, containing sixty-three photos of the routes; the numbers in parentheses shown in the following route descriptions refer to that booklet.

Core Route (Two Mile)

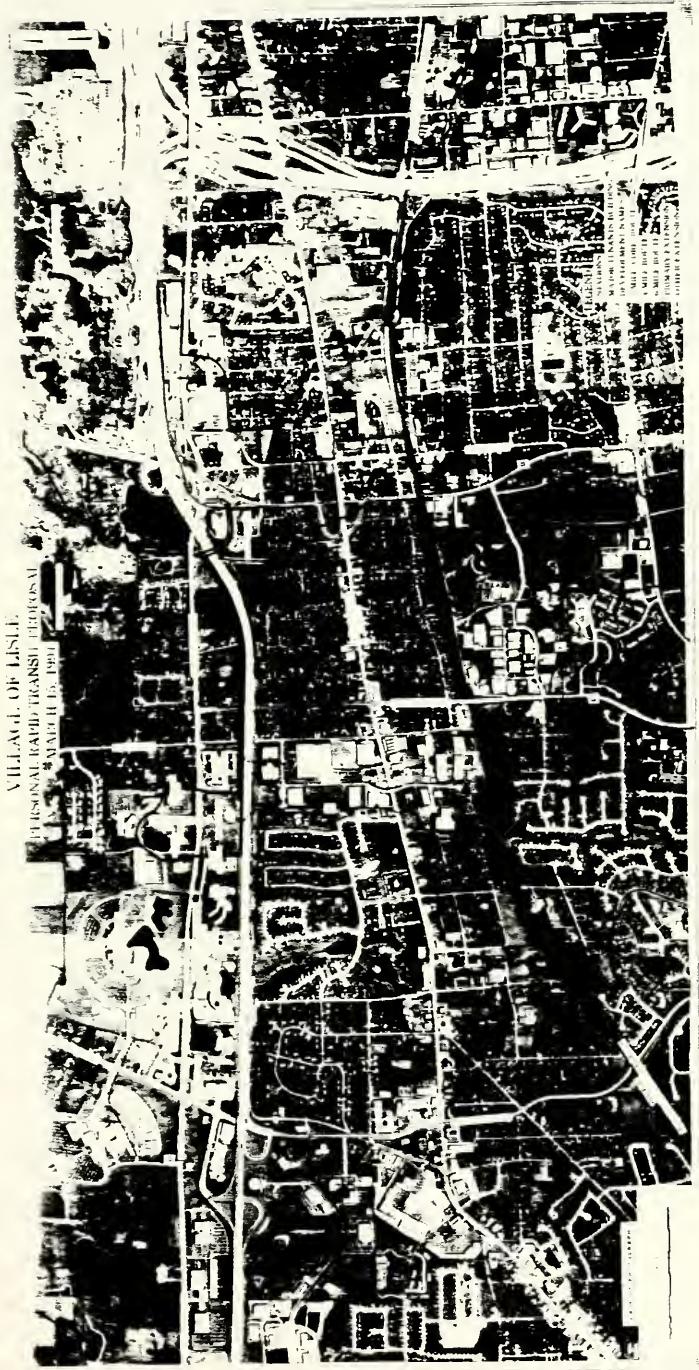
The Village of Lisle's core route originates at the Lisle Commuter Rail Station (1,2). This station is the second largest on the Burlington Northern line, with daily boardings exceeding 2200 passengers. The station will be located near the intersection of Spencer Avenue (extended south) and the railroad (3). The line will run north on Spencer Street (4) to the next station, at the intersection of Spencer and School Streets. This intersection is one block east of the center of Lisle's downtown area.

From this point, the route continues north on Spencer to Ogden, where it turns to the west along the north side of Ogden (6), continuing to Main Street. At Main Street, the route again turns to the north (7), to a point approximately 1275 feet north of Middleton Avenue. At this point, the third proposed station will be constructed, at Arboretum Lakes West, a proposed office development of 210,000 square feet in a seven story building. This development is to be constructed by Hamilton Partners.

The route then continues north on Main Street (8), to a point 340 feet south of Warrenville Road, at which point the route turns to the east into the existing Arboretum Lakes office development, also by Hamilton Partners. The first station is at one of two adjacent buildings; the westernmost building contains 142,500 square feet of space in five stories; the next building to its east contains 88,000 square feet of space in three stories.

The route then swings to the south slightly, to the south property line of the Arboretum Lakes development (9). The route continues eastward, south of an existing parking garage, then turns northward between the second (eastern) building described

Figure 2



FIGURES 3 & 4
ARE NOT INCLUDED IN THIS PACKET

Figure 3--Village of Lisle Street Map

Figure 4--Topographical Map

above, and a third building further east (10). The two buildings are connected by an enclosed ground level walkway, over which the guideway would pass.

The route then continues northward, out of the Arboretum Lakes development and across Warrenville Road, into the Corporetum Development (11). The route continues to the north property line of Corporetum, which places the guideway between the Corporetum buildings and the East-West Tollway right-of-way (12, 13). The route then swings to the west, passing three Corporetum buildings that are possible station sites. The two eastern buildings contain 87,000 square feet of space, and are each four stories in height. The major tenants are HealthChicago in the 950 Warrenville Road building, and United States Fidelity & Guaranty Company in the 850 Warrenville Road building. The building to the west, at 1050 Warrenville Road, is a 56,000 square foot, two story building whose major tenant is John Sexton Company.

The route then leaves Corporetum, passing over the "on" ramp from northbound Route 53 to eastbound I-88, and westward across Route 53 and the "off" ramp from westbound I-88 to southbound Route 53 (14). The route then swings south, crossing Warrenville Road again and entering the Corporetum Towers development (15). This PUD is also under development by Corporetum Management Company. The Hyatt Lisle would be the next station. It is a thirteen story building with 311 hotel rooms. Plans call for a total of three buildings at the Corporetum Towers development: a 365,000 SF, seventeen story office building; a 193,000 SF, nine story office building; and the thirteen story, 311 room Hyatt Lisle hotel. At the present time, only the Hyatt Lisle building has been constructed; the Hyatt Lisle opened in 1987.

The core route then continues to the south, through the rest of the Corporetum Towers project, to Middleton Avenue (16). The route then turns to the east (17). The next stop is just off Middleton Avenue, east of Route 53, at the Honda of Lisle auto dealership (18). Honda of Lisle is the southernmost of four automobile dealerships in three buildings, all under the same ownership, located on the east side of Route 53 between Warrenville Road and Middleton Avenue. These four dealerships employ approximately 250 people, and have full service facilities utilized by many area residents and employees.

The route then continues south on the west side of Route 53 (19, 20, 21, 22), to the Burlington Northern Railroad right-of-way, where it turns east (23) and returns to the Metra station at Spencer Avenue.

The total length of the core route is 2.5 miles, and it serves seven to ten stations.

Maintenance Facility

The maintenance facility could be built on one of several sites, none of which are currently owned by the Village of Lisle. However, the Village of Lisle would be willing to provide to the RTA a suitable site at the time it is determined that Lisle is the selected site. A description of several suitable sites follows.

Site A: Located at 1018 Ogden Avenue, this site is on the north side of Ogden Avenue directly across from Spencer Street. The size of the site is approximately 355 feet by 198 feet. Until recently, Norman Oil Company occupied this space. (Photo booklet, number 5.)

Site B: This site is located on the south side of Ogden Avenue, north of the Burlington Northern Railroad, and east of Center Avenue. This is a fourteen acre site, located approximately two blocks east of the core route. It is owned by a developer at the present time; no development plans are currently pending.

Site C: A possible site at 1015 School Street is directly on the core route, at the southwest corner of Spencer and School Streets. The size of the site is approximately 138 feet by 128 feet. There is currently a one story building on this site, now being used as the Lisle Post Office. However, since the Post Office is in the process of building their own larger building, this site now is being offered for lease.

Site D: This site is located directly on the core route, between the railroad and Burlington Avenue, west of Main Street and east of Route 53. Its address is 1201 Burlington Avenue, and the approximate total size is 500 feet by 160 feet.

Four Mile Route

The four mile route is actually in two separate pieces, referred to as the Warrenville Road east extension (shown in green on the site plan), and the Morton Arboretum extension (shown in light blue on the site plan).

The Warrenville Road east extension takes off from the core route in the Arboretum Lakes development, east of Main Street. Where the core route turns north into Corporetum Office Campus, this extension continues to the east along Arboretum Lakes south service road (24). It then turns to the northeast between the 801 Warrenville Road and 701 Warrenville Road buildings (the third and fourth buildings east of Main Street in that development). A station would probably be located near the entrance to the main parking garage that serves these two buildings (25).

The 801 Warrenville Road building contains 241,000 square feet of office space housed in a nine story building. The 701 Warrenville Road building contains 88,000 square feet of office space and is a three story building.

The route then turns north (26), and crosses Warrenville Road again into the Corporetum Office Campus development (27). Once across Warrenville Road, the guideway turns east (28), following the open space between Warrenville Road and the access road in front of the Corporetum buildings. The guideway passes 750 Warrenville Road, where the R. R. Donnelly Company is located (29); the guideway then passes 650 Warrenville Road, where Combustion Engineering is located; then turns to the north around the east end of 550 Warrenville Road, where Interlake is located. The R. R. Donnelly building is a 108,500 square foot, three story building; the Combustion Engineering building is a 97,000 square foot, five story building; and the Interlake building is a four story, 85,000 square foot building. At least one of these three buildings will have a station. It also should be noted that the Corporetum Office Campus PUD provides for three more buildings to be built east of this point in the future, with a total space of 265,000 square feet.

At the north side of the Interlake building, the route again turns to the west, following along the north property line of Corporetum Office Campus to the east (30, 31), rejoining the core route.

The Morton Arboretum extension takes off from the core route just east of where the latter extension rejoins it (32). From the core route, the Arboretum extension turns to the north, crossing over the East-West Tollway, and possibly over the westbound "off" ramp to northbound Route 53 (depending on the exact location chosen). The route then turns to the west, following the tollway right of way to the Route 53 right of way, or close to it on Arboretum property (33). The guideway remains on the east side of Route 53, and then turns north, following Route 53 (34, 35). Just south of the Morton Arboretum Visitors' Center (37), the guideway turns to the east, into the Arboretum. Officials of the Morton Arboretum have not committed to a particular location for the station, either within the Arboretum itself or near the entrance to the Arboretum on Route 53. For the purposes of this proposal, we have used a station location near the southwest corner of the Visitors' Center parking lot. The Visitors' Center is located approximately 1000 feet north of the westbound "off" ramp's intersection with Route 53.

Once at the Visitors' Center, the guideway makes as tight a loop as possible in the vicinity of the Visitors' Center parking lot (36), then parallel its northbound route back to the south. Between the south side of the tollway and the Visitors' Center parking lot, the guideway would be bi-directional. The south-

bound guideway rejoins the core route just to the west of where it left the core route.

The total length of this four mile extension route is 1.9 miles, with two to three stations. The length of the Morton Arboretum portion of the route is 1.0 mile, with one station.

Six Mile Route

The six mile route extension is referred to as the Warrenville Road near west extension, and is shown on the site plan in dark blue. It takes off from the core route just south of the Hyatt Lisle, located just west of Route 53 and just south of Warrenville Road.

From south of the Hyatt Lisle (39), this extension turns to the east, then northeast. The guideway becomes bi-directional at this point, for its rather long run out to the corporate area on the west end of Warrenville Road. The bi-directional route crosses the East Branch of the DuPage River, then over the East-West Tollway (40). On the west side of the tollway, the route turns to the southwest and then due west, traveling on the north side of the tollway right of way (41). The bi-directional route passes by Tate Woods Park, then across Yackley Avenue (42) and soon thereafter into the south end of the Arboretum Villages Apartments (43). This apartment complex contains 308 units. According to a survey done by the management company for that complex, residents of 19% of the units work for AT&T; an unknown percentage work elsewhere in the corridor in the immediate vicinity. From the Village of Lisle's commuter parking permit holder list and the permit waiting list, it is known that a significant percentage also commute to downtown Chicago via the Lisle Metra station. Pace has limited service to this apartment complex on their Route 828.

At Arboretum Villages Apartments, this extension splits to the north and the west. The route continues westbound, past the Westwood of Lisle development (44). This is a 150,000 square foot, six story building; a second identical building is planned for the future. The developer has indicated an interest in a station at this location.

The route then continues westbound, turning to the north just east of the General Accident Insurance Company building (45). This building is owned by General Accident; they also own the vacant site immediately to the east, and plan to build another building there in the future. They have indicated an interest in a station at this location. General Accident moved to Lisle in 1988 from Chicago; they are most interested in finding a convenient way for their employees to travel between work and their homes in Chicago by public transit. The existing General

Accident building contains 50,000 square feet of space in a two story building.

The guideway continues north (46), crossing Warrenville Road at a slight angle, heading somewhat northwest. Upon entering the Corporate Lakes development, the route turns to the north, running along the west side of the lake at this development. The route runs north until it comes to Cabot Drive, at which time it turns to the northeast, following Cabot Drive around to the south property line of the Pansophic building (47). At that point, the guideway runs along that south property line to the east property line of Corporate Lakes (48), then turning south, running along the west side of the berm that separates Corporate Lakes from the adjoining development (49). At this point, the guideway is next to the Van den Bergh Foods building (as an alternative, the guideway could feasibly be brought around the north, west and south side of this building, rather than on the east side adjacent to single family residential homes).

The Corporate Lakes development contains six lots, four of which are currently developed. The AIRS building contains 80,000 square feet in a three story building; the AT&T building contains 72,000 square feet in a one story building; the Pansophic building contains 214,000 square feet in a four story building; and the Van den Bergh Foods building contains 125,000 square feet in a four story building.

From the southeast corner of the Van den Bergh Foods building, the route continues south, crossing Warrenville Road at a right angle. The guideway continues south between the Arboretum Villages Apartments and the Westwood of Lisle development (50), rejoining the bi-directional portion of this route near the tollway. The route then returns to the east along the same route, returning to the Hyatt Lisle, then curving to the south and rejoining the core route just south of where it left the core route on its westward journey.

The total length of this route is 2.9 miles, and it potentially serves four to seven stations.

Primary (First) Extension Route

This route is known as the Warrenville Road Far West Extension. A very strong candidate for a first extension to a completed six mile route, two major hotels and 2.5 million square feet of office space are located on this proposed line. It also could be considered an alternate to the two mile loop described above as the four mile extension.

This extension takes off from the described six mile extension route, the Warrenville Road Far West Extension, at the southeast

corner of the General Accident Insurance Company site. Where that route turns to the north, this extension continues to the west, paralleling the tollway (51) either on tollway right of way or on private property easements (or right of way purchased from the private owners). The guideway passes the Unisys training center, then the Olympian Office Center (developed by the Nardi Group Ltd.). The Unisys Education Center contains 243,000 square feet of space, including 225 rooms for overnight stays by students, dining room facilities, classroom facilities, and health club/fitness facilities. The Olympian Office Center contains 165,000 square feet in a seven story building. The Olympian Office Center has expressed an interest in having a station at its site.

The guideway continues to the west, past the 4200 and 4300 Commerce Court buildings (52). These two buildings contain a total of 180,000 square feet of space in two three story buildings. The guideway again continues to the west, past the Lisle/Naperville Hilton hotel (53). This facility has 313 rooms in an eight story building, and also houses the Allgauer's Restaurant, including banquet facilities. The Hilton has expressed a strong interest in having a PRT station.

The guideway again continues to the west (54), turning northward at the east side of the Central Park of Lisle site. This facility currently contains 283,000 square feet of office space in a six story building; an additional 567,000 square feet of office space is planned in this development. The developer, Walsh, Higgins & Company, has also expressed an interest in a station at this location.

The route continues northward, crossing Warrenville Road at an approximate angle of 45° (55), into the Lisle Executive Center development (56). This unique eight story building includes 151,000 feet of office space, as well as the Holiday Inn Crowne Plaza hotel. This facility includes 242 hotel rooms, a full service restaurant, banquet and conference facilities for 1200 people, and a health club.

The guideway winds around the west (57) and north (58) sides of this building, then turns east (59, 60), across the north side of the AT&T Network Software Center main building. This facility contains 650,000 square feet of office space in a three story building, housing approximately 3200 employees.

From AT&T NSC, the guideway winds around the north and east (61, 62) sides of its building, then turns eastward at the intersection of Forbes Drive and Cabot Drive (63). The guideway continues to the east along Cabot Drive, rejoining the four mile route guideway just north of the AIRS building in the Corporate Lakes development.

The total length of this primary extension is 2.0 miles, and it contains five to seven major stations.

Other Potential System Extensions

In addition to the routes outlined above, there are many other possible extensions. These are shown by dashed lines on the site plan where possible. Some of these extensions are summarized below.

Extension A: New Post Office Route

Length: 1.0 mile

Stations: - St. Joseph Creek Condos/Lisle Mall Apartments
(180 rental units and 195 condominium units)
- New Lisle Post Office (opening Summer 1991)

Extension B: Multi-Use Route

Length: 2.4 miles

Stations: - Community Park (including Community Ponds,
Community Center, Sea Lion Aquatic Park)
- College West Industrial Park (514,000 total
square feet of light industrial/office space
on 34 lots, on 59 acres)
- The Devonshire (330 units, senior citizen
congregate care facility)
- Shadowood Apartments (300 units). A day care
facility and an emergency medical facility
are also nearby this station site.
- Four Lakes development (2500 units of rental
apartments and condominiums, as well as a
convenience store, a ski hill, and an
athletic/tennis club).
- Route 53/Maple Avenue (commercial district:
grocery, drug stores, beauty/barber shops,
fast food, video stores, etc.).

Extension C: Industrial/Residential Route

Length: 1.7 miles

Stations: - Indiana Avenue light industrial area (395,000 total square feet of office and light industrial space. Major tenants include Tellabs and Molex.

- Western Avenue light industrial area (587,000 total square feet of office and light industrial space. Major tenants include AT&T, and AIRCO).
- Western Court light industrial area (150,000 square feet of office and light industrial space. One of the major tenants is Harper-Wyman).
- Lisle Place Apartments (279 rental units).

Extension D: Naperville I-88 Corridor Link

Length: 2.1 miles

Stations: - AT&T Bell Laboratories, Indian Hill facility (600,000 square feet of office space).

- AT&T Bell Laboratories, Indian Hill West facility (approximately 400,000 square feet of office space).
- AT&T Bell Laboratories, Indian Hill South facility (approximately 400,000 square feet of office space).
- AT&T Bell Laboratories, Indian Hill Court facility (approximately 400,000 square feet of office space).

Note: AT&T currently runs shuttle buses throughout the day between these facilities and their Network Software Center (further east on Warrenville Road), as well as another facility called Indian Hill Park (located on Diehl Road/Park Place in Naperville). There is a substantial daily demand for travel throughout the day between these buildings. Due to the fact that AT&T has several federal defense contracts and due to the situation in the Persian Gulf, further information about trip origins and destinations, as well as number of trips per day, was not available at this time. As

soon as that information is obtained, it will be forwarded to the RTA.

Extension E: Multi-Family/School Route

Length: 1.7 miles

Stations: - Benet Academy, a four year private college preparatory high school located on the northwest corner of Yackley Avenue and Maple Avenue. Benet Academy has 1200 students; approximately 1000 of these students are from outside the Lisle area, and 80 of them commute to school via the Lisle Metra station, from which they are now bussed by school buses.

- Illinois Benedictine College, a four year private college located at the southwest corner of Yackley Avenue and College Road (Yackley Avenue becomes College Road just south of Maple Avenue). Approximately 2500 students are enrolled at IBC; and 2000 of these individuals are commuters. At present, none commute via the Lisle Metra station and arrive at the school via Pace bus routes. This can be attributed to schedule on which the Pace buses run; the Pace buses are impractical for these college students. PRT, however, will provide the flexibility that will make commuting by train and PRT truly feasible).

- Queen of Peace Center, currently a 32 unit retirement development housed in the Sacred Heard Convent. This development is located at the northeast corner of Yackley Avenue and Maple Avenue. There are plans to add many additional units in the future.

Extension F: Interconnection, Extensions B to E

Length: 0.3 miles

Stations: - No stations. This route would interconnect extensions B and E, between approximately Yackley Avenue and Ohio Street, and south of Ohio Court/Short Street and west of Route 53. This interconnection would provide a great deal more flexibility to the PRT network.

Other Possible Extensions

A Lisle PRT could be easily further expanded in manageable increments. Other key traffic generators within a five mile radius of the core route are:

- Edward Hospital and related facilities, Naperville
- Good Samaritan Hospital and related facilities, Downers Grove
- Downtown Naperville/Naperville Riverwalk, vicinity Main Street and Chicago Avenue
- Downtown Downers Grove, vicinity Main Street and Burlington Avenue
- Good Samaritan Hospital Medical Center, Ogden Avenue west of Naper Boulevard, Naperville
- Central DuPage Hospital Medical Offices at Sherman Oaks, Ogden Avenue near Sherman Avenue, Naperville
- Central DuPage Hospital, Winfield
- Downtown Wheaton, vicinity Main Street and Front Street
- Danada West and Danada East shopping centers, vicinity Butterfield Road and Naperville-Wheaton Road, Wheaton.
- Shopping centers located at 75th Street and Lemont Road in Woodridge/Downers Grove/Darien.

As the network of PRT guideways grows, Lisle will easily interconnect with other PRT systems in neighboring communities such as Naperville, Downers Grove, Wheaton, Woodridge, and others. Eventual links to both airports, either by PRT or by Pace, will also be possible.

Accessibility to Disabled and Mobility-impaired Persons

Most intersections within the site are now accessible to mobility impaired individuals by means of sidewalks and depressed curbs at crosswalks.

If the Lisle site is chosen by the RTA, the Village of Lisle would commit to construction of the necessary curb cuts and sidewalk extensions to allow access by mobility-impaired persons at the remaining intersections. This construction will be

accomplished by the Village, no later than the opening of the first stations on the core route.

The Village of Lisle has an ongoing annual program of new sidewalk construction in areas where it is lacking. The Village's standards for new sidewalk construction call for the construction of depressed curbs for handicapped access. In addition, the Village of Lisle has an aggressive sidewalk evaluation and replacement program; as a part of this program, depressed curbs for handicapped access are built at intersections as repairs are made, or sooner in high-traffic areas.

The Village of Lisle building code requires builders to adhere to the requirements of the Illinois Accessibility Code, promulgated by the State of Illinois Capital Development Board. Therefore, most building sites already are equipped with the necessary curb cuts to allow access by mobility impaired individuals.

On the proposed routes, there are several medical centers, outpatient care facilities, and/or other facilities that are currently used by the disabled and whose proximity to the proposed PRT route may encourage ridership by the disabled and mobility-impaired. These facilities, their addresses, and the route which they are on, follow:

- Alexis Professional Building, 1025 Ogden -- core route.
- Medfirst Emergency Medical Center, 1650 Maple Avenue -- Extension B.
- Professional building, 5100 Lincoln Avenue (Route 53) -- Extension B. (Various doctors' and professional offices.)

RIDERSHIP

Existing Metra and Pace Service

The Lisle commuter station logs the second highest ridership on the Burlington Northern line, with approximately 2222 boardings daily. Eleven Pace routes feed into the station, serving Lisle, Woodridge, Bolingbrook, and southeast Naperville. Figure 5, Pace Route Map for Lisle Metra Station, shows a map of the Pace routes.

Locating the PRT system in Lisle, with a major PRT station at the rail commuter station, would mean that the Pace routes would be useful not only to those who are commuting to downtown Chicago, but also to those who work in the Lisle I-88 corridor. Many employees of corridor corporations live in the Lisle/Woodridge/Bolingbrook/Naperville area, and these employees would be able to take the Pace bus service to the train station, then continue to their offices by PRT. Pace bus schedules would have to be adjusted, of course, to accommodate increased ridership and accommodate the need for somewhat later travel times for those employed in the corridor rather than in downtown Chicago. The Illinois Corridor Transportation Management Association is in the process of completing a survey of the travel patterns of those who work in the I-88 corridor (by their definition, this area is bounded by North Avenue on the north; Harlem Avenue on the east; on the south, the area runs to the west from Harlem Avenue along I-55 to Bolingbrook, then due west to Oswego; and on the west by Route 47). Availability of this data is anticipated within the next two months, and will prove useful in projecting potential PRT ridership. Lisle will be looking closely at this data when it becomes available, and will forward our findings related to PRT usage to the RTA.

Locating PRT at the Lisle train station will also positively impact Metra. A PRT station would create a viable market for additional reverse commute train service. Currently, Metra offers three reverse commute (westbound) trains into the Lisle station during the morning peak period, and three trains eastbound in the evening peak. PRT would give workers a truly flexible way to get from the train station to their offices, and back. Currently, Pace meets three of these reverse commute runs morning and evening, and their service averages around 35-50 riders per day. It should be noted, however, that while Pace's schedule shows that they meet three trains morning and evening, they actually connect with only one or two of these trains per corporate site that they serve; no corporation has Pace service meeting all three trains. Thus, a reverse commuter's options are extremely limited. Pace's service often does not fit the

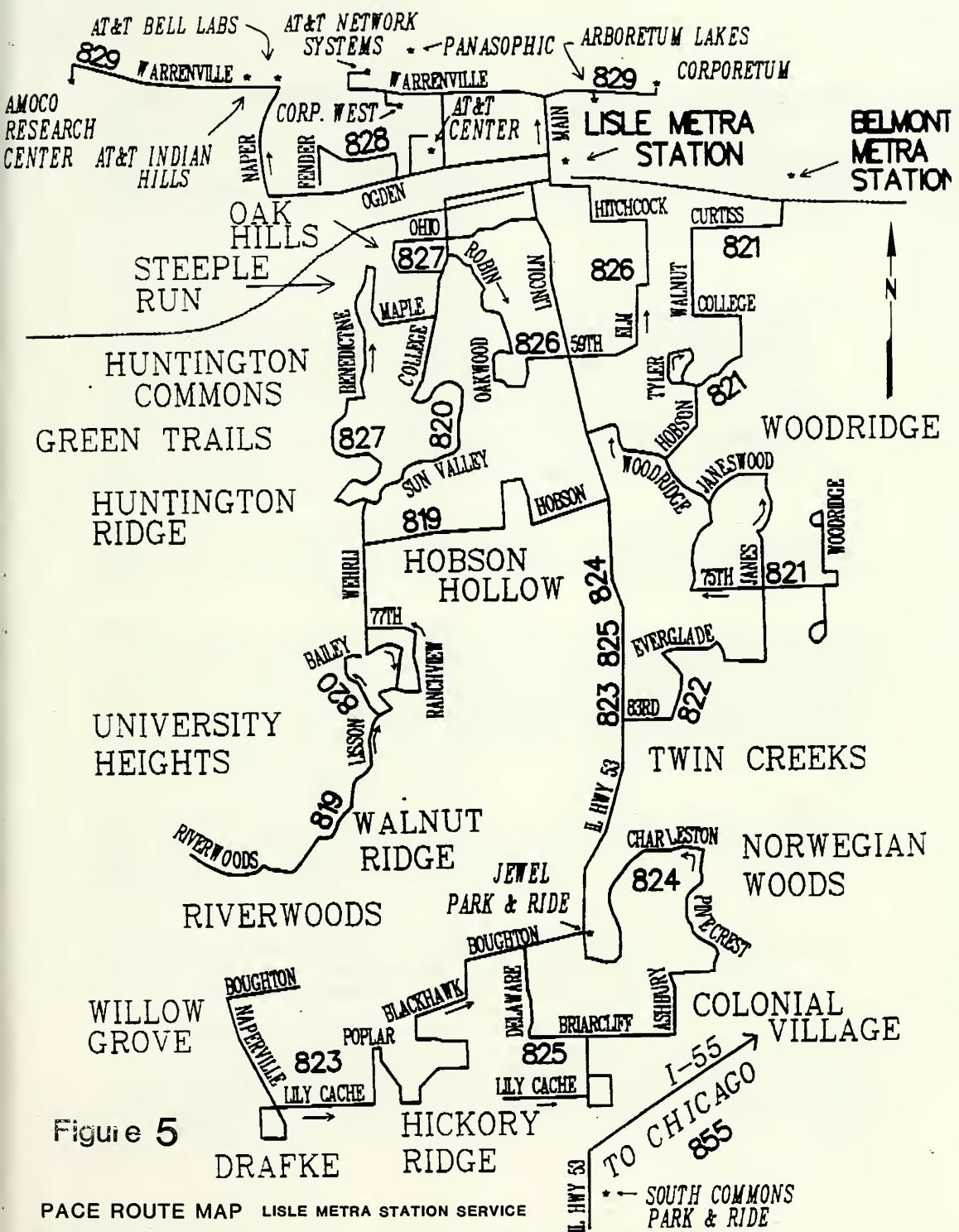


Figure 5

PACE ROUTE MAP LISLE METRA STATION SERVICE

flexible work schedules of the many professional employees along the corridor; it also does not serve the needs of the service workers who work (or could work) in the hotels along the corridor. With the additional, flexible service that PRT could provide, Metra would find a significantly higher demand for this type of train service, and reverse commuting by train and PRT would become a truly viable option for many corridor employees.

Connection to Existing Highway System

The Village of Lisle is served by an excellent highway network. The East-West Tollway, I-88, generally serves as the northern boundary of our Village. Many of the major corporations are located within minutes of I-88 interchanges. The I-88 interchanges are located at Naperville Road (full access), Route 53 (access to and from the east), and off Ogden Avenue at I-355 (full access to and from I-88). In addition, the North-South Tollway (I-355) was recently completed along the village's eastern boundary. Full interchanges are located at Ogden Avenue and at Maple Avenue.

Two major state highways also serve Lisle. Route 53 is a major north-south arterial that bisects Lisle. Ogden Avenue, Route 34, runs in an east-west direction through the northern part of the village.

Several highly travelled county highways also traverse Lisle. In a north-south direction, Yackley Avenue/College Road runs through the western portion of the village. In an east-west direction, Warrenville Road runs through the northern portion of the village near I-88, and Maple Avenue runs through the southern portion of Lisle. Also, Naper Boulevard/Naperville Road runs along the western boundary of the community; it is under the jurisdiction of the City of Naperville.

Connection would be made from these roadways to the PRT system primarily at the train station, at the downtown Lisle station at School and Spencer, and at the major hotels. It is not anticipated that any additional parking would be built due to the construction of PRT.

At this time, no major congestion problems routinely exist that would make it attractive for corridor employees to drive part way to work, then park and complete their journey on the PRT. However, several possible variations on this idea are possible:

- Employees of the corridor who travel a long distance between work and home (greater than 10 miles or 30 minutes) may find it desirable to drive to the Metra/BN train station closest to their home, and complete their journey to work via Metra and PRT. Realistically, the Metra/PRT trip would have to be attractively priced, and the public transit trip would have

to be made as fast or faster than by car, and more convenient than by car.

- A desirable seasonal use would be by the Morton Arboretum. On several peak weekends each year (May and mid-October), the Arboretum handles an overflow crowd, now limited primarily by the number of vehicles that its narrow, limited road system can handle. The existence of the PRT would make it possible for visitors to drive to a large parking facility that is not used on a weekend, such as the commuter parking lots, and leave their cars there and take the PRT into the Arboretum grounds. Table 1, Morton Arboretum Monthly Visitor Data, shows a listing of the number of visitors at the Morton Arboretum in 1990, with monthly totals.

Daytime Population

Figure 6, Daytime Population, Year 2005, shows the estimated daytime populations for the Village of Lisle's proposed PRT site. This information was taken from various sources, including a DuPage County study based on 1980 census data; CATS 2005 projections; and estimates based on an assumption of 250 employees per 1000 square feet of office space; as well as a knowledge of the businesses in the Lisle area.

Ridership of Proposed System: Origin-Destination Pairs

Figure 7, Origin-Destination Study Area Map, shows a map illustrating the areas defined for the purpose of determining origin and destination data. Table 2, Origin-Destination Study, shows the origin-destination pairs in table format for the areas as shown on Figure 6. The origin-destination data for both the peak and off-peak periods is shown for the areas covering the core route, the four-mile route, the six-mile route, and also for the primary extension route.

As can be seen from the origin-destination data, each expansion of the core route brings an exponential, rather than linear, increase in the ridership of the system. Each expansion adds substantially to the usefulness and flexibility of the PRT system, making its use more attractive to potential riders.

The trips shown in the origin-destination tables are currently being made primarily by automobile. By far, most employees in the corridor drive their cars between home and work at the present time. The opportunities to get out at lunchtime are limited, due to the amount of travel time it currently takes to travel to local restaurants by automobile. A small percentage of employees use Metra and Pace's reverse commuting routes to travel to work; however, the very limited schedules offered by each of these makes this a less than viable option for the vast majority of employees.

TABLE 1
MORTON ARBORETUM
NUMBER OF VISITORS BY MONTH, 1990

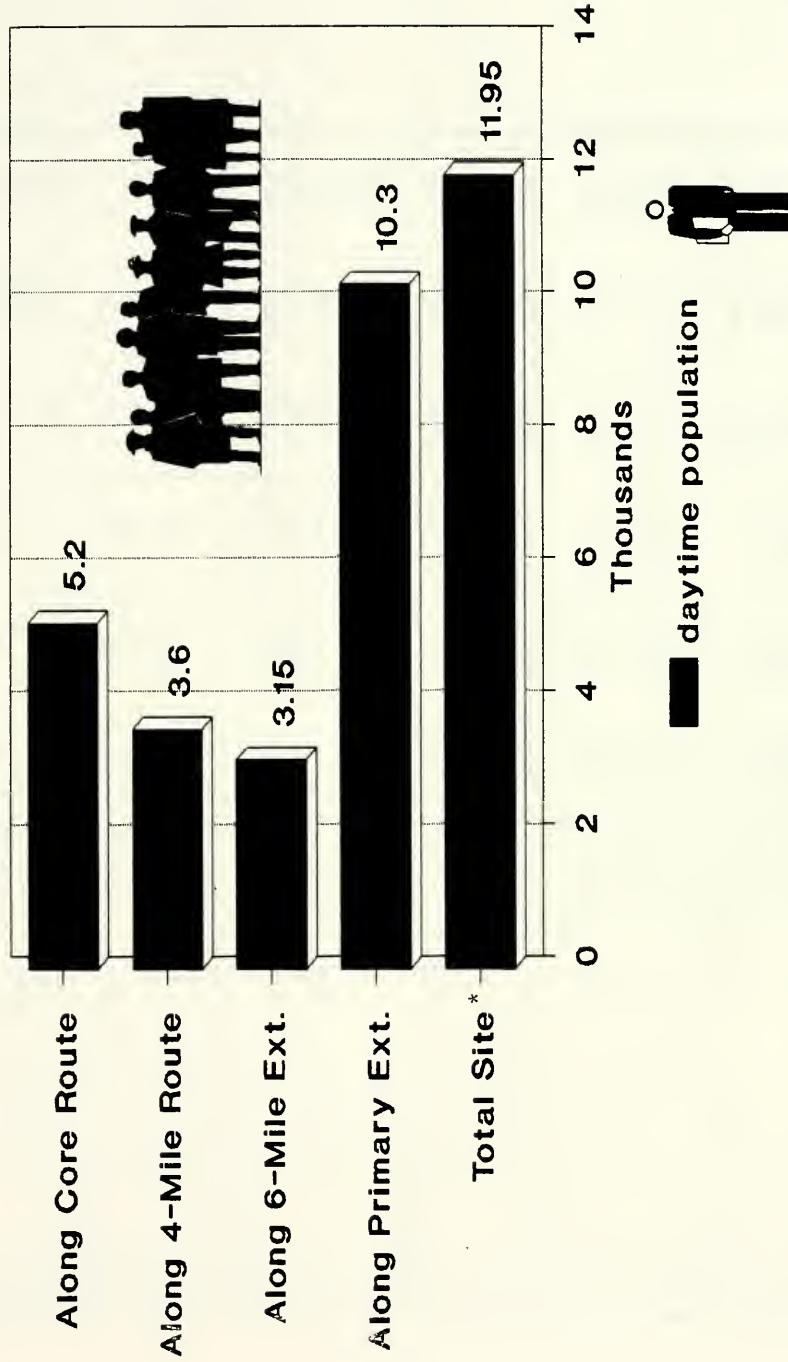
MONTH	NUMBER OF VISITORS
January	15,930
February	13,330
March	16,680
April	42,620
May	36,650
June	27,430
July	23,400
August	22,260
September	31,800
October	72,630
November	20,700
December	10,130
TOTAL, 1990:	330,550

Note:

These figures include any visitors who arrive by car and pay the gate fee. The numbers do not include employees, volunteers, people who attend classes offered by the Arboretum, or school groups arriving by bus (school groups estimated to total 25,000 visitors annually).

Figure 6

Daytime Population, Year 2005 Estimates
Village of Lisle



* Includes Core Route, 4-Mile, and 6-Mile Extensions Only.

Total Boardings/Alightings

LOCATION	AM/PM PEAK HOURS			OFF-PEAK ¹			DAILY		
	Conservative	Average	Optimum	Conservative	Average	Optimum	Conservative	Average	Optimum
<i>Area A to:</i>									
B	10	25	35	-	-	-	10	25	35
C	70	145	215	-	-	-	70	145	215
D	-	5	10	45	90	140	45	95	150
E	5	10	20	-	-	-	5	10	20
F	230	465	695	-	-	-	230	465	695
<i>Area B to:</i>									
C	-	-	-	110	225	340	110	225	340
D	-	-	-	25	50	75	25	50	75
E	-	-	-	40	75	110	40	75	110
F	-	-	-	385	775	1150	385	775	1150
A	10	25	35	-	-	-	10	25	35
<i>Area C to:</i>									
D	-	-	-	110	225	340	110	225	340
E	-	5	10	110	225	340	110	230	350
F	-	5	10	110	225	340	110	230	350
A	70	145	215	-	-	-	70	145	215
B	-	-	-	110	225	340	110	225	340
<i>Area D to:</i>									
E	-	-	-	10	25	35	10	25	35
F	-	-	-	300	725	1080	360	725	1080
A	-	5	10	45	90	140	45	95	150
B	-	-	-	25	50	75	25	50	75
C	-	-	-	110	225	340	110	225	340
<i>Area E to:</i>									
F	-	5	10	360	725	1080	360	730	1090
A	5	10	20	-	-	-	5	10	20
B	-	-	-	40	75	110	40	75	110
C	-	5	10	110	225	340	110	230	350
D	-	-	-	10	25	35	10	25	35
<i>Area F to:</i>									
A	230	465	695	-	-	-	230	465	695
B	-	-	-	385	775	1150	385	775	1150
C	-	5	10	110	225	340	110	230	350
D	-	-	-	360	725	1080	360	725	1080
E	-	5	10	360	725	1080	360	730	1090

¹ Includes weekend travel.

TABLE 2
ORIGIN/DESTINATION STUDY

There also are a number of shuttle bus services operating now in the Warrenville Road/I-88 corridor. As previously discussed, AT&T runs an extensive shuttle bus system on weekdays to transport its employees between its six facilities located in Lisle and in Naperville. These shuttles operate primarily during working hours, Monday through Friday. Each of the hotels, as well as the Unisys training center, operate shuttle buses between their facilities and common destinations such as airports, the Metra station, and various corporate facilities in the corridor. General managers of the corridor hotels have commented that their guests have expressed frustration with having to rent a car to go back and forth only the short distance between their hotel and their business destination. PRT would eliminate this need; guests could utilize the hotel's shuttle from the airport or Metra station, then take PRT between their hotel, business destination, restaurants, shopping, and recreation such as area health clubs and the Morton Arboretum.

Stability of Ridership/Ridership Patterns

Table 3, Major Traffic Generators, has been designed to show the major traffic generators within the site, their size, the number of employees, and the amount of space in square feet by use.

Generally, off-peak ridership would be generated by the following:

- **Major office complexes:** Employees can use PRT during their lunch hour to travel to the Arboretum for recreation or for lunch; to travel to the downtown Lisle area for lunch or for personal business; to travel to one of the half dozen health clubs/fitness centers located in office complexes throughout the Lisle portion of the corridor; or to travel to area hotels for lunch. Employees will also find PRT useful for after hours socializing with their peers or with business associates in one of the restaurants or lounges located on the PRT routes.
- **Morton Arboretum:** Visitors will be able to arrive in Lisle by train, then finish their trip by PRT. Trips will also be made off peak between the hotels and the Arboretum; the hotels are eager to have this link to allow them to market "Arboretum weekend getaways" that do not require a personal automobile.

The Morton Arboretum is an internationally known scientific and educational institution. Its purpose is to maintain an outdoor museum of woody plants from all over the world which are hearty enough to tolerate the climate and soils of northern Illinois; to conduct

TABLE 3

MAJOR TRAFFIC GENERATORS

CORE ROUTE	STATUS (Built or Not)	SQUARE FEET/ UNITS/MISC.	ESTIMATED NO. EMPLOYEES	MAJOR TENANTS
Arboretum Lakes West	Future	210,000 S.F.	850	
Arboretum Lakes 1001 Warrenville 901 Warrenville	Built Built	142,500 S.F. 88,000 S.F.	550 350	Van Kampen Merrit
Corporetum Office Campus	Built	56,000 S.F.	225	John Sexton Co.
1050 Warrenville 850 & 950 Warren- ville Rd.	Built	87,000	350	HealthChicago & USF&G
Corporetum Towers	Built Future Future	311 rooms 365,000 S.F. 193,000 S.F.	300 1450 750	Hyatt
Hyatt Lisle Building 2 Building 3	Built	225 hotel rooms	975	Unisys
Unisys	Built	243,000 S.F.	975	
Olympian Office Center	Built	180,000 S.F.	700	
4200-4300 Commerce Court	Built	165,000 S.F.	650	Daily Herald
Lisle/Naperville Hilton Inn	Built	313 rooms	300	Hilton, Allquier's Restaurant
Central Park of Lisle	Built Building 1 Building 2	283,000 S.F. 567,000 S.F.	1125 2250	
Lisle Executive Center	Built	151,000 S.F.	600	
Holiday Inn Crowne Plaza	Built	242 rooms	250	Holiday Inn
AT&T NSC	Built	650,000 S.F.	3200	AT&T NSC

TABLE 3

MAJOR TRAFFIC GENERATORS

CORE ROUTE	STATUS (Built or Not)	SQUARE FEET/UNITS/MISC.	ESTIMATED NO. EMPLOYEES	MAJOR TENANTS	
				MAJOR TENANT	MAJOR TENANT
Arboretum Lakes West	Future	210,000 S.F.	850		
Arboretum Lakes 100 Warrenville 901 Warrenville	Built	142,500 S.F.	550		
	Built	88,000 S.F.	350		
Corporate Office Campus	Built	56,000 S.F.	225	John Sexton Co.	
850 & 900 Warrenville Rd.	Built	87,000	350	HealthChicago & US&G	
Corporate Towers	Built	311 rooms	300		
Hyatt Lisle Building 2	Future	365,000 S.F.	1450	Hyatt	
Building 3	Future	193,000 S.F.	750		
Route 53 Car Dealerships	Built	—			
Honda	Built	—			
Volvo/Hyundai Infiniti	Built	—			
Downtown Lisle	Built	—			
Metra Station	Built	2200 boardings/day	N/A		
Four Mile Extension	Built	1500+ acres	130 full & part-time employees/250 active volunteers	Morton Arboretum	
Horton Arboretum	Built	350,000 visitors/year			
Corporate Office Campus	Built	108,500 S.F.	425	R.R. Donnelly	
750 Warrenville	Built	85,000 S.F.	350	Interlake	
550 Warrenville	Built	97,000 S.F.	375	Combustion	
650 Warrenville	Built			Engineering	
450, 350, 250 Warrenville	Future	265,000 S.F.	1150		
Arboretum Lakes	Built	241,000 S.F.	950		
801 Warrenville	Built	88,000 S.F.	350		
701 Warrenville					
Six Mile Extension					
Arboretum Villages Apartments	Built	108 units	(population: 600)	Morton Arboretum	
Westwood of Lisle	Built	150,000 S.F.	600	Villages Apartments	
Building 1	Future	150,000 S.F.	600		
Building 2	Future				
General Accident Insurance					
Building 1	Built	50,000 S.F.	200		
Building 2	Future	unknown	unknown		
Corporate Lakes	Built	80,000 S.F.	325		
2525 Cabot Driv	Built	72,000 S.F.	275	AIRS	
2500 Cabot Drive	Built	214,000 S.F.	850	AT&T NSC	
2400 Cabot Drive	Built	200,000 S.F.	500	Panoptic	
2200 Cabot Drive	Built	125,000 S.F.	600	Van den Bergh	
Lot 4	Future	150,000 S.F.	650		
Lot 6	Future	166,000 S.F.	650		
Primary Extension					
Unleys	Built	225 hotel rooms	975		
Olympian Office Center	Built	243,000 S.F.	700	Unisys	
4200-4400 Commerce Court	Built	180,000 S.F.	650	Daily Herald	
Lisle/Raperville Milton Inn	Built	313 rooms	300	Hilton, Aliguer's Restaurant	
Central Park of Lisle					
Building 1	Built	263,000 S.F.	1125		
Building 2	Future	557,000 S.F.	2230		
Lisle Executive Center	Built	151,000 S.F.	600		
Holiday Inn Crown Plaza	Built	242 rooms	250	Holiday Inn	
AT&T NSC	Built	650,000 S.F.	3200	AT&T NSC	

practical research leading to an increase and improvement in the growth and culture of trees and shrubs; and to increase the general knowledge and interest in trees and shrubs. The Arboretum draws approximately 335,000 visitors a year, and employs 130 employees and 250 volunteer workers. In addition to their extensive plant collections on their 1500 acre site, their facilities include a Visitors' Center with educational exhibits; the Ginkgo Tea Room, a small restaurant/tea room for visitors; the Ginkgo Shop, a gift shop; a theater located near the Visitors' Center; the Thornhill Conference Center, containing classrooms, meeting rooms, and historical displays; the Outpost, a facility for use by school groups for the study of natural history; a Research Center, including a herbarium, botany laboratory, horticulture laboratory, research laboratory, and offices; and Administration Building, including a library, plant clinic, and various offices. The Director of the Morton Arboretum, Dr. Gerard Donnelly, has expressed an interest in providing an alternative to automobiles as a means of travel to the Arboretum for visitors and employees, especially one that could link the trains station to the Arboretum. From an environmental standpoint as well as a practical one, this is a very attractive goal.

- **Hotels:** Hotel guests generally do not arrive and depart during peak hours. The restaurant and banquet facilities in the hotels will attract groups of people from the office buildings during lunch time and the evening hours. Also, the restaurants as well as the guest rooms will attract weekend traffic on the PRT system.
- **Restaurants:** Five restaurants are located in the Warrenville Road corridor, in addition to the several restaurants located in downtown Lisle. On Warrenville Road, they are located at 901 Warrenville (core route); 550 Warrenville (four mile extension); at the Hyatt Lisle (core route); at the Hilton (primary extension); and at the Holiday Inn Crowne Plaza (primary extension). These restaurants would attract off peak ridership, especially during the lunch time and evening hours.
- **Downtown Lisle:** A variety of shopping, restaurants, banking facilities, and other services makes downtown Lisle an attractive destination at off-peak hours. Linking downtown Lisle to the corridor corporations would provide workers in these buildings with an easy travel link to downtown Lisle during their lunch hours

or after work to shop, eat, or take care of personal business.

- **Car Dealerships:** Car dealerships are located on the core route (Honda, Volvo, Hyundai and Infiniti), as well as on Extension C (Acura). These facilities will generate evening and weekend trips by individuals interested in purchasing cars. Also, the service facility at each site will generate off peak trips by people bringing cars in for repairs. The owner of the Honda, Volvo, Hyundai and Infiniti dealerships presently provides transportation for those who are utilizing this service; he estimates approximately 60 trips per day would be generated by his facilities.
- **Health and Fitness Facilities:** Currently, at least four buildings in the Warrenville Road corridor offer major health and fitness club facilities that have memberships available to the public: Arboretum Lakes (901 Warrenville Road); Corporetum Office Campus (550 Warrenville Road); Lisle Executive Center/Holiday Inn Crowne Plaza; and Central Park of Lisle. These facilities will generate off peak ridership during early morning hours, at lunch time, and during the early evening, as these clubs have classes and open exercise times during these hours. Weekend off peak use will be limited.
- **Metra Train Station:** While the bulk of the PRT trips to and from the Lisle Metra station will be generated during the peak hours, some trips would also be made during off peak hours. The hotels, car dealerships, and the Morton Arboretum will be responsible for these trips, as well as off peak trips to and from the office buildings.
- **Multi-family residential developments:** As with the Metra station, while the bulk of the PRT trips will be made during peak hours, some trips will also be made during off peak hours. Destinations include the downtown area, the Morton Arboretum, the Metra station for recreation or off peak work trips, and the hotels.
- **AT&T Facilities:** If the primary extension route is built, which has as one of its stations the AT&T Network Software Center, then a logical later extension would be to the west along Warrenville Road into Naperville, tieing the other Warrenville Road AT&T facilities to the Lisle facility. (See page 16 for discussion of Extension D and the Indian Hill AT&T Bell Laboratories facilities.) There is a significant amount of off peak, mid-day travel by employees of AT&T

among these several buildings. AT&T currently runs shuttle buses all day long between their six area facilities on Warrenville Road and in nearby Naperville. There is a substantial daily demand for travel throughout the day between these buildings. Due to the fact that AT&T has several federal defense contracts and due to the situation in the Persian Gulf, further information about trip origins and destinations, as well as number of trips per day, was not available at this time. As soon as that information is obtained, it will be forwarded to the RTA.

Ridership Potential

The stations proposed for the Lisle PRT routes appear to have excellent potential for strong, stable ridership.

Several general indicators are present on the Lisle site to show a strong potential for excellent ridership.

- Numerous office complexes with surrounding hotels which are available for lunches, meetings, conferences, and similar activities.
- Strong occupancy rates of hotels. The three hotels located on the site have an average occupancy rate of 50-70%.
- The amount of existing office space currently leased in the corridor is 75%. This percentage is expected to increase as the area matures; some of the existing buildings are quite new.
- The origin/destination numbers in this proposal are based on the DuPage County model year 2010 projections.

In addition, Table 4, Ridership Potential (By Station), has been developed to show specific ridership potential data for each general station area on the site. This table gives data for general use, size of facilities in station area, daytime population where appropriate, corporate support for public transit as evidenced by letters of support (see Appendix A) or other noted support, and any special applicable notes.

Ridership Market

The PRT system in Lisle will primarily serve the office, hotel, and Morton Arboretum visitor markets. There will also be service to a limited number of multi-family residential users.

TABLE 4

RIDERSHIP POTENTIAL
(By Station)

CORE ROUTE STATION	USE	SIZE	DAYTIME POPULATION	CORPORATE SUPPORT FOR PRT	SPECIAL NOTES
Metra Station	Commuter/ facility	2200 boardings/ day--11 Pace routes	--	--	Excellent opportu- nity for new Pace market; people who live on Pace routes and work in Warren- ville Rd./I-88 corridor.
Downtown Lisle	Commercial/ retail/ service	--	675	Yes	
Arboretum West	Office/ research	210,000 S.F.	850	Yes	
PRIMARY EXTENSION					
Commerce Ct./ Unisys, 4200-4300, Olympian	Office/ research/ training/ facility	225 hotel rooms 588,000 S.F.	2325+	Unknown (Unisys) Yes (others)	Unisys Training Center includes accommodations for students; many trips made off-peak
Hilton	Hotel, restaurant, banquet	313 rooms	--	Yes	
Central Park of Lisle	Office/ research	850,000 S.F.	3375	Yes	
Lisle Execut- ive Center/ Holiday Inn Crowne Plaza	Office/ research & hotel	151,000 S.F. 242 rooms	600	Unknown	AT&T employees work flexible hours; potential for off-peak usage.
AT&T Network Software Center	Office/ research	.650,000 S.F.	3200	Unknown	

TABLE 4
RIDERSHIP POTENTIAL
(By Station)

CORE ROUTE STATION	USE	SIZE	DAYTIME POPULATION	CORPORATE SUPPORT FOR BRT	SPECIAL NOTES
Metra Station	Commuter/ facility	2200 boardings/ 4200 daily Pace routes	--	--	Excellent opportu- nity for new Pace market; people who work and live on and off Marquette- ville Rd / L-98 corridor.
Downtown Lisle	Commercial/ retail/ service/ office/ research	--	675	Yes	
Arboretum West	Office/ research	210,000 S.F.	850	Yes	
Arboretum Lakes (1001-901)	Office/ research	220,500 S.F.	900	Yes	
Arboretum Office/ Campus (850/1350/ Corporatum Towers)	Office/ research	143,000 S.F.	575	Yes	
Hyatt Lisle	Hotel/ restaurant/ banquet/ office/ research	311 hotel rooms	--	Yes	
Two future buildings	Office/ research	558,000 S.F.	2200	Yes	
FOUR MILE EXTENSION					
Arboretum Lakes (801/ 701)	Office/ research	129,000 S.F.	1300	Unknown	
Corporatum Office Campus (750/650/550)	Office/ research	290,000 S.F.	1150	Yes	
Three future buildings	Office/ research	265,000 S.F.	1050	Yes	
Norton Arboretum	Open space/ recreation/ office/ research	1500 acres	1150	Yes	Would make it possible to access Norton Arboretum via public transit; impossible at present.
SIX NILE EXTENSION					
Arboretum Valleys Apartments	Multi-family/ residential	308 units	(Population: 600)	Yes	This apartment complex is very similar in of- ficial environmental initiatives. They were the Village of Lisle's test site for multi-family recycling.
Westwood/ General Accident (existing & future)	Office/ research	300,000 S.F.	1200	Yes	General Accident's employees work flexible hours; potential for off-peak usage.
Corporate Etc (existing & future)	Office/ research	807,000 S.F.	3200	Unknown	
PRIMARY EXTENSION					
Commerce Ct./ Unisys 4200-4300, Olympian	Office/ research/ training facility	225 hotel rooms 588,000 S.F.	2325+	Unknown (Unisys (others))	Unisys Training Center includes accommodations for students; many trips made off-peak
Hilton	Hotel/ restaurant/ banquet	313 rooms	--	Yes	
Central Park of Lisle	Office/ research	850,000 S.F.	3375	Yes	
Lisle Execut- ive Center- Holiday Inn Crowne Plaza	Office/ research & hotel	151,000 S.F.	600	Unknown	
AT&T Network Software Center	Office/ research	650,000 S.F.	3200	Unknown	AT&T employees work flexible hours; potential for off-peak usage.

People will arrive at PRT stations for the most part by Pace bus and by train at the Lisle Metra Station. Some people will arrive at PRT stations by foot, or by car. People who arrive at the Lisle Metra station will generally be traveling to work; others will be going to the Morton Arboretum or to one of the hotels.

The PRT system is extremely attractive to those involved in planning for Lisle's future, due to the increased traffic congestion. Unless this issue is addressed in a meaningful manner, it will create tremendous hardships for commuters and city planners in the near future. Many trips currently made by automobile, especially home to work trips, could be better served by a PRT system. Capturing a significant percentage of these home to work trips, as well as other short trips in the corridor area, is seen as a viable, realistic, and attainable goal for a PRT system. It would have a very significant positive impact on the traffic volumes and the quality of life in the Lisle area. Metro Transportation Group of Bloomingdale estimates that a PRT system such as is being proposed herein could potentially remove over 2000 vehicle trips per day from the proposed PRT site.

Regional Trip Opportunities

A PRT system located on the Lisle site will complement the existing Metra and Pace service extremely well. Currently, there are eleven Pace routes that come into the Lisle Metra station, serving portions of Lisle, Woodridge, Bolingbrook, and southeast Naperville. These Pace routes primarily serve residents employed in downtown Chicago. However, with a PRT system in place on the Lisle site, these Pace routes now have a new market open to them: those who live in these areas and work in the Lisle-area I-88/Warrenville Road corridor. This would create an opportunity for additional regional trips to be made via Pace and PRT, rather than by automobile. Many commuters will find it more convenient to leave their cars at home in favor of Pace and PRT, leaving the driving and traffic congestion behind.

As PRT complements the Pace service extremely well, it also provides a complement to the existing Metra service. Metra's market can also be expanded in the area of reverse commutes. Employees who now drive to work in the I-88 corridor will be able to take Metra to the Lisle station, then take the PRT to their work place.

Another benefit to a Metra/Pace/PRT link in Lisle is the reduced need for future highway and parking expansion, due to fewer cars on the road and in need of parking spaces at the area office buildings. Air quality may also improve, providing a desirable environmental benefit.

A second opportunity for regional trips is the off-peak usage of PRT to link the Metra station and the Morton Arboretum. The Morton Arboretum receives many calls every year from potential visitors, asking how to reach the Arboretum by public transportation. Unfortunately, this is impossible at the present time. PRT will make it possible to visit the Arboretum without driving.

A third opportunity for regional trips is another off-peak usage, that of the PRT linking the Metra service to the area hotels. This would be very useful, not only on weekdays for business travelers, but on weekends for recreational stays at the hotels. Several of the hotels already market "Arboretum get-away" weekend promotions, especially at peak times of the year for Arboretum scenery. PRT would make it possible for visitors to access the hotels without a car, and also to access the Arboretum from their hotel, whether they came to the hotel by car or not.

Providing these regional links will be a benefit to the region, in removing from the area roadways a significant portion of the short trip traffic that now occurs. Traffic congestion is a concern now, and it will continue to be so in the future. PRT is one solution to this problem, making travel more convenient and accessible for visitors, employees, and residents of the Lisle area.

Impact of PRT on Development

A PRT system in Lisle would impact development in two ways: economically and physically.

Economic Development

The construction of a PRT system on the Lisle site would provide great economic benefits to the community. The existence of the PRT, and thus a method of commuting via public transportation, would be attractive to companies looking for suburban office space. Companies moving to Lisle from a Chicago location (and there have been a number of them) have many concerns about how their employees will be able to travel to work in suburban locations. Companies who make this move often lose a substantial number of employees due to the lack of convenient public transportation. However, with PRT, this impact will be lessened. Also, PRT will give all of the employees of these companies a way of commuting to work without the traffic congestion and cost of commuting by car. The availability of PRT provides flexibility in the Lisle area's transportation network.

Leasing or purchasing office space on a PRT route will also appeal to companies because the availability of viable, convenient public transportation increases their pool of

potential workers. Potential employees will be attracted to the corridor due to the existence of a convenient, safe way to travel to work, without traffic congestion. People living in areas now served by Pace routes to the Lisle commuter station, or served by the Burlington Northern Railroad, would welcome the opportunity to commute to work via Pace or Metra and the PRT.

The latest Clean Air Act will also have a significant impact on all corporations. Although the rules and regulations have not yet been promulgated, it appears that most employers will have to show a reduction in the level of use of automobiles by their employees when commuting to work, either through an increased use of public transit, or by car or van pooling. This will make a corporate location on a PRT route very attractive to employers.

Overall, these economic benefits will greatly help to market the existing and planned office/research space in the area served by a PRT system, helping to fill existing vacant office space and to spur construction of new office space, without the fear of unreasonable traffic congestion.

Physical Development

A PRT system will not reduce the need for a strong highway system in Lisle. However, it will at least delay the need for future widenings and improvements in an area where the lack of right-of-way severally restricts the amount of future widening that can be done. The PRT system will cause existing highways to be noticeably less congested than they would otherwise be if the PRT system were not built.

The Village of Lisle's transportation planning consultant, Metro Transportation Group, estimates that as many as 1,015 parking spaces will not be needed on the site if PRT were built, due to the reduced number of automobile trips. Needs for future parking expansion also be reduced.

CONSTRUCTABILITY

Construction Considerations/Constraints

Following is a description, for each portion of the routes on the Lisle site, of construction considerations.

Core Route

- From elevated PRT station at Metra commuter station to Spencer Street. Distance: 250 feet.
- Spencer and Ogden: Must cross Ogden Avenue. Pavement width: 59 feet. At same time, must make 90° turn to west; approximate radius 100 feet. Also, maintenance facility located at this intersection.
- Main and Ogden: Makes 90° turn to north; approximate radius 80 feet.
- Main at St. Joseph Creek: guideway must cross St. Joseph Creek. Width of waterway: 20 feet. Depth of waterway: 40 inches average.
- Main and Arboretum Lakes driveway on east side: guideway makes 90° turn to east; approximate radius: 100 feet.
- At south end of Arboretum Lakes, guideway makes 90° turn to north; approximate radius 100 feet. Guideway then must cross over walkway between two buildings. Height of top of walkway: 20 feet. Width of walkway structure: 18 feet. Distance from 90° turn to walkway: 170 feet. Grade necessary: 4.7% incline.
- Warrenville Road: guideway must cross over Warrenville Road. Width of pavement: 65 feet. Required vertical clearance: 16'3". Distance from Arboretum Lakes walkway to south side of Warrenville Road pavement: 425 feet. Grade necessary: 1% incline.
- North end of Corporetum: guideway makes 90° turn to west; approximate radius 90 feet; 80 feet of guideway over road, needs to be supported across road.
- West end of Corporetum: guideway must cross over northbound to eastbound "on" ramp from Route 53 to I-88. Width of ramp pavement: 32 feet. Elevation of

ramp above grade at northwest corner of Corporetum property: 3 feet. Required vertical clearance over ramp: 14'6". Distance from corner of Corporetum property to centerline of ramp: 75 feet. Grade necessary: 6.7%.

- Route 53 north of Warrenville Road: guideway must cross over Route 53, parallel to I-88. Width of pavement: 100 feet. Distance from centerline of I-88 eastbound "on" ramp to east edge of Route 53 pavement: 42 feet. Required vertical clearance: 16'3". Grade necessary: none.
- I-88/Route 53 southbound to eastbound "on" ramp: guideway must cross over ramp. Width of ramp pavement: 32 feet. Elevation of ramp above grade at west top of curb on Route 53: 8 feet. Required vertical clearance over ramp: 14'6". Distance from west curb line of Route 53 to centerline of ramp: 420 feet. Grade necessary: 3.8 % decline.
- Warrenville Road, west of Route 53: Guideway must cross Warrenville Road while making 90° turn to south; approximate radius: 240 feet. Width of pavement: 72 feet. Required vertical clearance: 16'3". Distance from tollway ramp to north side of Warrenville Road pavement: 210 feet. Grade necessary: 3.8% decline.
- Middleton Avenue, west of Route 53: guideway makes 90° turn from southbound to eastbound; approximate radius 100 feet.
- Route 53 at Middleton Avenue: guideway makes 90° turn to south; approximate radius: 100 feet. Guideway continues along west side of Route 53.
- Route 53 at Ogden Avenue interchange: Guideway veers toward west, where grade difference is less and Ogden Avenue can be crossed more easily. Crosses westbound "on" ramp and westbound "off" ramp: Pavement width (including 15 foot median): 68 feet. Crosses Ogden Avenue: Pavement width: 96 feet, including 4 foot center median. Crosses eastbound ramp: Pavement width: 36 feet. Continues south along west side of Route 53. Difference in elevation between centerline of Route 53 where guideway veers to west, and centerline of Ogden Avenue where guideway crosses over: 8 feet. Grade necessary: 2% incline. Required vertical clearance at Ogden Avenue: 16'3".

- Route 53 at Burlington Northern Railroad: Guideway makes 90° turn to east and crosses Route 53; approximate radius: 100 feet. Route 53 pavement width: 64 feet. Required vertical clearance: 16'3".
- Train station: guideway must make 90° turn to north, completing the loop; approximate radius: 75 feet.

Four Mile Extension

Arboretum Loop:

- Near the northwest end of the Corporetum Office Campus development, this loop splits off from the core route. A sweeping 90° turn to the north is necessary; approximate radius: 90 feet. Either after or during this 90° turn, the guideway must cross the East-West Tollway, I-88. The guideway will be double at this crossing (both northbound and southbound guideways on the same support poles). Width of pavement: Eastbound lanes, 65 feet; Center median (none); Westbound lanes, 75 feet. Required vertical clearance: 16'3". Guideway continues north along east side of Route 53. Relative elevation of grade at north property line of Corporetum Office Campus at guideway: zero feet. Relative elevation of centerline of eastbound pavement on tollway: 13 feet. Relative elevation of centerline of "off" ramp: 3 feet. Relative elevation of centerline of Route 53, 50 feet north of off ramp merge: zero feet. Distance from north property line of Corporetum Office Campus to centerline of eastbound tollway lanes: 200 feet. Distance from centerline of eastbound tollway lanes to westbound tollway lanes: 60 feet, centerline to centerline.
- Approximately 500 feet north of the westbound "off" ramp from I-88 to northbound Route 53, the PRT route must cross over an Arboretum interior roadway that runs under Route 53. Width of pavement: 30 feet. Grade difference, centerline of Route 53 versus centerline of Arboretum roadway at point of intersection: **
- For the purposes of this proposal, a station is located at the Visitors' Center parking lot. At some point before station, guideway is again single on poles, and makes a tight circular 180° loop to return to south. Radius of this loop must be less than 100 feet.

- After crossing tollway southbound, guideway becomes single again and proceeds to rejoin core route in a westbound direction, near northwest corner of Corporetum Office Campus.

Warrenville Road East Route:

- Route splits from core route at south end of Arboretum Lakes development, at point where core route turns north. This loop continues to the east, turning 90° to the north; approximate radius: 100 feet. Guideway then makes an approximate 45° turn to the northeast, passing between two buildings; approximate radius: 100 feet. Guideway then makes approximate 45° turn to due north; approximate radius: 100 feet.
- Warrenville Road: Guideway then crosses Warrenville Road at a right angle. Pavement width: 75 feet. Required vertical clearance: 16'3". Guideway then makes 90° turn to east; approximate radius: 100 feet.
- Guideway then crosses bridge over narrow section of retention ponds on Corporetum Office Campus site. Width of waterway: **. Depth of waterway: **. Guideway then continues to east.
- Guideway makes 90° turn to north beyond the Donnelly building; approximate radius: 80 feet. Beyond Donnelly building, guideway makes another 90° turn to west; approximate radius: 80 feet. Continues to west, rejoining core route at its northeast corner.

Six Mile Extension

- From the core route, just south of the Hyatt, this route begins. Guideway turns to west, 90°, approximate radius: 80 feet. Continues west. Will be both eastbound and westbound guideways supported on one set of poles from this point to west, ending approximately at Arboretum Village Apartments station.
- Guideway crosses East Branch of DuPage River. Width of waterway: 50 feet. Depth of waterway: 40 inches average. Required vertical clearance: approximately 8 feet above channel invert to remain above 500 year flood elevation.
- Guideways make 90° turn to north-northwest; approximate radius: 100 feet. Guideways then must cross East-West Tollway/I-88, at right angle. Width of eastbound lanes: 50 feet. Width of center median (grass): 30

feet. Width of westbound lanes: 50 feet. Guideways then make 90° turn to west; approximate radius: 80 feet. Elevation of grade at west property line of Corporetum Towers property at guideway: zero feet. Elevation of centerline of eastbound pavement on tollway: 18 feet. Elevation of north property line of tollway right-of-way in line with guideway: zero feet. Distance from west property line of Corporetum Towers property to centerline of eastbound tollway lanes: 190 feet. Distance from centerline of eastbound tollway lanes to centerline of westbound tollway lanes: 80 feet. Guideways then continue to west along north side of tollway right-of-way.

- At Arboretum Villages Apartment Station, guideways split and are no longer supported two to a pole. Westbound guideway continues westward along tollway right-of-way.
- Near General Accident Insurance Company, guideway makes 90° turn to north; approximate radius: 100 feet. Guideway continues to north.
- Corporate West Drive is crossed by the guideway. Pavement width: 39 feet. Required vertical clearance: 14'6". At the same time, an S-curve to the west begins. Approximate degree of curvature: 45°. Approximate radii: 100 feet.
- Warrenville Road is crossed by the guideway during the above-outlined S-curve. Pavement width: 77 feet. Required vertical clearance: 16'3".
- Guideway then continues north, west of the lake/retention pond.
- Cabot Drive is then crossed at an angle, while executing a curve to follow the road, along its north side. Approximate degree of curvature: 50°. Approximate radius: 80 feet. Guideway continues to east, following curve of Cabot Drive. Cabot Drive pavement width is 32 feet; required vertical clearance is 14'6".
- South of the vacant lot that is southeast of Pansophic, the guideway makes a 90° curve to the east, approximate radius: 140 feet. At the same time, it crosses Cabot Drive. Cabot Drive pavement width is 34 feet; required vertical clearance is 14'6". Guideway continues to the east, along north property line of Van den Bergh Foods building.

- Guideway makes 90° turn to south; approximate radius: 130 feet. Guideway continues to south, along Van den Bergh Foods building's east property line.
- Guideway crosses Warrenville Road at right angle. Pavement width: 75 feet. Required vertical clearance: 16'3". Guideway continues to south along west property line of Arboretum Villages Apartments.
- Guideway makes a 90° turn to east, approximate radius: 100 feet. At this point, it rejoins the eastbound guideway, hung on same support poles for its eastbound run.
- Once back on Corporetum Towers property, eastbound guideway splits from double hung poles and makes 90° turn to south; approximate radius: 80 feet. Here it rejoins the southbound portion of the core route.

Soil Conditions

No known soil problems, other than very localized ones, have been encountered in the area of the proposed PRT site. Copies of soil boring logs taken on the site by the Village of Lisle or by private developers and property owners can be made available on request.

Utility Constraints

There are no known major utility constraints on the site.

There are several areas on the site where overhead utility lines are located. These overhead lines belong to Commonwealth Edison, Illinois Bell, and Multimedia Cablevision. These lines will require relocation, or must be bridged.

Zoning Codes

There are no local zoning codes in the Village of Lisle that are specific to a PRT system, or to any kind of aerial transportation system. Public transportation systems are generally regulated by the State of Illinois and the Illinois Commerce Commission; legally, the Village of Lisle would usually have no direct control of a system operated by the RTA.

Thomas Ewers, Community Development Director of the Village of Lisle, reviewed the Village's zoning code in this respect. He

provided the following comments that may apply to utility stations or utilities as follows:

- Rights of way do not have zoning, and would not be subject to the zoning code.
- The Village of Lisle could consider the PRT to be a publicly owned utility, which would be allowed in basically any zoning district. Section 5-3-2-B-2 of the Village Code requires a special use for any "utility station" in the R-1 district, and by reference in the R-2, R-3, R-4, B-1, B-2, and B-3 zoning districts.
- Section 5-11-2-A-5-a allows for public facilities in the office research zoning district.
- Section 10-1-8 exempts vehicles on tracks and in the right of way from Village of Lisle requirements.
- If the PRT system goes onto private properties that are PUD's, then any change to the site requires action by the Village of Lisle Board of Trustees and possibly the Plan Commission. The previously approved PUD plans would have to be amended accordingly to allow for the presence of the PRT system on each site.

The Village of Lisle does not expect that zoning will provide major obstacles to the development of a PRT system in Lisle. Any additional questions about zoning within the Village of Lisle will be addressed upon request.

Availability of Right-of-way

Table 5, Right of Way Status, shows the status of the necessary right-of-way for each section of the proposed routes. The numbers represent the feet of right-of-way on each route, and shows who currently owns that right-of-way. Counting as "public domain" the rights-of-way owned by the Village of Lisle, DuPage County, Illinois Department of Transportation, the Illinois State Toll Highway Authority, Northern Illinois Gas Company, and the Burlington Northern Railroad. Then the percentage of right-of-way currently in the public domain on each route is as follows:

Core Route:	68%
4-Mile Extension:	34%
6-Mile Extension:	45%
Primary Extension:	42%

TABLE 5

RIGHT-OF-WAY STATUS

Ownership/Control	Right-of-Way Needed, Each Route (Feet)			
	Core	4 Mile Ext.	6 Mile Ext.	Primary Extension
Village of Lisle	3350	0	0	0
DuPage County	200	100	200	100
Illinois Department of Transportation	4600	1700	0	0
Illinois State Toll Highway Authority	0	1100	4700	4000
Northern Illinois Gas Company	possible 1500	possible 1800	0	0
Burlington Northern Railroad	1000	0	0	0
Private/Supporting, property owners	4250	5300	6100	1300
Private/Unknown support	0	350	0	4400

Note:

1. Property owners who have written letters of support for the PRT concept (see Appendix A): these include the owners of the Corporetum Office Campus and Corporetum Towers (Corporetum Development); Arboretum Lakes and Arboretum Lakes West (Hamilton Partners); General Accident Insurance; Corporate Lakes (Cabot, Cabot & Forbes); and Central Park of Lisle (Walsh, Higgins & Company).
2. Property owners who have not yet written a letter of support, and to whom the Lisle staff has not yet spoken: no owner or corporation has voiced opposition to the PRT project.

It should be noted that a significant percentage of the privately owned sections of proposed right-of-way are controlled by property owners who have written enthusiastic letters in support of the project. The letters of support are included in Appendix A.

The Village of Lisle proposal provides a route that involves only a few major property owners. On the core route, approximately 50 percent of the route runs through developments owned by Corporetum Development Company and by Hamilton Partners; with only two property owners to deal with, acquisition of right-of-way and construction coordination will be greatly simplified.

Suitability of Site for Elevated Guideways

The Lisle PRT site will offer a setting where elevated guideways and stations have a reasonably good fit. The proposed routes do not intrude on any park land, forest preserves, or other publicly owned environmentally sensitive areas within the Village of Lisle. There are no historic landmarks or visually sensitive buildings that would conflict with a PRT system.

The Morton Arboretum is an environmentally sensitive area, both in a visual sense and in terms of air and water quality. Officials of the Arboretum will be concerned with the ability of the structure to fit in aesthetically with the Arboretum, while minimizing intrusion into the Arboretum grounds.

LOCAL COMMITMENT

The RTA has defined a number of ideal characteristics for the PRT site they are seeking, relating to local commitment to the project. The Village of Lisle fits these characteristics very well. The following paragraphs restate the desirable traits outlined by the RTA in the Request for Proposals, and the Village's response to each one.

Public/Private Partnerships

"An ideal PRT site would offer the potential for a partnership among the RTA, local governments, and developers with the objective of exploring creative financing arrangements, integrating PRT designs with existing or proposed development, mitigating construction and operating constraints, marketing a strong, positive image of the system, and supporting and promoting PRT ridership."

The Village of Lisle is an ideal candidate for PRT under this criteria. Lisle has a long history of working closely with developers on projects involving public/ private partnerships, and on the promotion of public transportation.

Examples of this history follow:

- In 1975, the Village of Lisle annexed approximately 800 acres in a development known as Green Trails. It is predominantly single family residential, but also contains multifamily housing and commercial developments. When entering into an annexation agreement for this development, the Village negotiated a provision in the agreement which required the developer to improve a County road, namely College Road, to the cross section designated by DuPage County. College Road at the time was a rural, two-lane road. The partnership in this project was between the Village of Lisle, DuPage County, and the developer.
- Corporetum Office Park is a 59 acre planned unit development that is primarily office/research in nature. This development is on the north side of Warrenville Road, east of Route 53. It was annexed to the Village of Lisle in 1983. The Village of Lisle negotiated a public/private partnership involving the Villages of Lisle and Downers Grove, DuPage County, the Illinois Department of Transportation, and the developer. The purpose of this partnership was to upgrade Warrenville

Road, from Route 53 to Cross Street in Downers Grove, from a rural two lane cross section to a five lane, curb and gutter cross section. The project also included improvements to major intersections such as Route 53 and Warrenville Road, Finley and Warrenville Roads, and Ogden Avenue and Finley Road. Under this partnership, the Villages of Lisle and Downers Grove submitted the project for FAUS funding. The project was successfully accomplished. Not only did the Warrenville Road improvement project serve the needs of the office park, but it also provided a major improvement to the County's roadway system for a major arterial street carrying regional traffic. Through this partnership, the resident of DuPage County gained a major improvement much sooner and at much less cost to County taxpayers than would have been possible without the partnership.

- The Corporetum Towers planned unit development is located on the southwest corner of Route 53 and Warrenville Road. It provides for a hotel and office/research uses. This PUD was approved in 1984. The Village of Lisle cooperated with the Illinois Department of Transportation in negotiating an agreement between the Village, the State, and the developer that provided for a widening of Route 53 as well as payment by the developer for future traffic signal improvements at the intersection of Route 53 and Middleton Avenue.
- Central Park of Lisle is located at the far western end of the Lisle portion of the I-88 corridor, at the southeast corner of Warrenville Road and Naperville Road. Its PUD was approved in 1988, and provides primarily for office/research use. The annexation agreement negotiated with the developer of this project included provisions with respect to improvements to be accomplished at the developer's expense for improvements to roadways under the jurisdiction of DuPage County.
- The Village of Lisle has been an active member of the Lisle Chamber of Commerce since the Chamber was incorporated in 1982. The Village of Lisle provided office space for the fledgling Chamber for six years, until their staff outgrew the available space. The Village continues to participate actively.
- The Village of Lisle was recently the first municipality to join the Illinois Corridor Transportation Management Association, a partnership of both public entities and private corporations formed to address the transportation needs of our growing area.

Similar partnerships have also been used in other developments in Lisle. These are only examples.

How will the Village of Lisle support and encourage a public/private partnership formed to promote PRT in Lisle?

The Village of Lisle has already started this ongoing process. Through public discussions held in early January, the Mayor and Board of Trustees ascertained that the proposed PRT could be of benefit to the Village of Lisle, and that there was overwhelming support for the idea by the business community. The Chamber of Commerce voiced its support early, and has been working closely with the Village of Lisle in contacting the business and the corporate community, and in the preparation of this proposal. Together, the Lisle Chamber of Commerce and the Village of Lisle invited the Executive Director of the RTA to make a presentation concerning the proposed PRT system to the Chamber of Commerce, as well as to other interested non-members. Special invitations were issued to representatives of the major corporations in the I-88 corridor. The Chamber and the Village also sponsored a second meeting intended specifically for the corporate representatives, to discuss the direct impact it would have on their buildings and tenants, and on their corporations and their employees. Representatives of the Chamber of Commerce and of the Village are continuing to make direct contact with key people in the corporate community concerning this important project. All of the major developers within the proposed site, and many corporations have sent letters of support, which are included in Appendix A.

A video has been produced by the Village of Lisle explaining the proposed PRT route. The Village of Lisle and the Chamber of Commerce intend to use this video as a means of education for the corporate developers, corporate tenants, the business community, and the residents of the Village of Lisle. One method planned to increase the public's aware of the PRT proposal is to air the video on the local cable TV station. Ten copies of this video have been provided to the RTA for their information and review.

Each spring, the Lisle Chamber of Commerce sponsors a Business Expo at Illinois Benedictine College. This year, the Village of Lisle will have a booth to display and distribute information pertaining to PRT. This proposal's large site plan will be exhibited, as well as the video. Many members of the business community and area residents will attend. This will be an excellent opportunity for public education regarding the concept of PRT, and the Village of Lisle's proposal.

The Village of Lisle is also currently entertaining the possibility of establishing a Lisle area Tourism and Convention Bureau, funded by monies collected through the Village of Lisle's hotel/motel tax. Because the PRT would initially have access to at

least one hotel, the Tourism and Convention Bureau, if established, could provide a very essential ingredient to the partnership between the Chamber, Village, RTA, and private developers.

If Lisle were to be selected as the first PRT site for the first PRT, the Village of Lisle would be prepared to commit the staff time and resources needed to coordinate the design between the RTA and the various private interests in Lisle, the various utilities involved, the acquisition of necessary right-of-way, including the necessary intergovernmental agreements.

Economic and Community Development and the PRT

"An ideal PRT site would be a growing, vital economic community whose continued economic growth and prosperity will be dependent, in part, on the deployment of a PRT system and continuing improvements to existing public transportation services."

Without question, the Village of Lisle is a "growing, vital economic community". Our history of residential population growth; of the growth of the Chamber of Commerce in eight years from 55 members to over 300 today; of business investment in the community, as evidenced by the value of commercial permits taken out over the past 10 years as shown on Figure 8, Commercial Building Permit Valuation, 1980-1990; and in the choice of Lisle as a corporate home for so many major corporations.

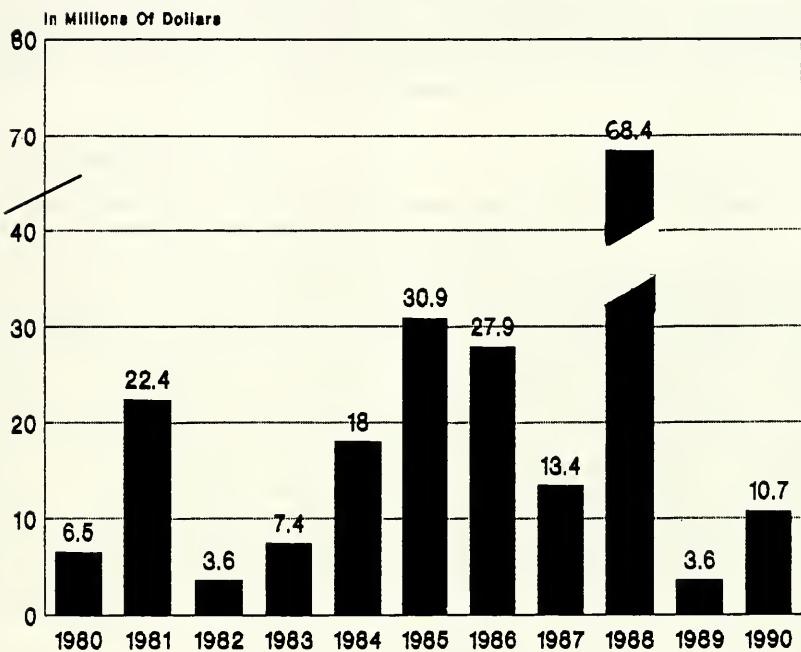
The Village of Lisle would like to see the first PRT system in Lisle for a variety of reasons. First, the Village sees this project as a unique opportunity for Lisle, and as a project which would complement well our existing developments and transportation infrastructure. Traffic levels have long been a concern in Lisle, not in the sense of trying to resolve a crisis, but in the sense of a concern for long-term planning. There is a need in Lisle to provide an alternative way of accessing the growing I-88 corridor businesses, which are now accessible only by automobile. These corridor businesses are vital to our economic health.

Second, a strong supply of available labor is vital to the economic health of the corridor corporations. Currently, the labor market in the I-88 corridor area is often deficient, in part due to the lack of public transportation in this area. Connecting the I-88 corridor to the Lisle Metra station, and to the Pace bus routes available there, will make the corridor a very viable, attractive place for corporations to locate, and for potential employees.

Third, the Village of Lisle's interests lie in encouraging the economic development of this corridor, due to the revenues a healthy corridor brings to the community's tax base.

Figure 8

VALUATION OF COMMERCIAL BUILDING PERMITS
1980-1990



Fourth, the PRT would be a strong, unifying element for the community. With future extensions, it would eventually enable one to travel between the downtown area, the new post office on Ogden Avenue, Community Park, and other community destinations without using an automobile.

Fifth, the business community strongly believes that having the first PRT system in Lisle would draw visitors from all over the Chicago area, all over the country, and even all over the world to see it in action. The potential economic benefits naturally appeal to the Lisle business community.

Local Support for PRT

"An ideal PRT site would have broad and vigorous support of local community groups and the general populace."

Elsewhere in this proposal we have detailed the public information program in which the Village and Chamber of Commerce have been involved to date. We intend to encourage an ongoing public discussion of the merits of a PRT system even after this proposal is due. The Village of Lisle plans a display concerning PRT at the Lisle Chamber of Commerce Business Expo to be held at Illinois Benedictine College's Rice Center on March 23 and 24, 1991. We plan at that time to disseminate general information about PRT, and to show the video that Lisle has produced. As mentioned above, a copy of this video has been provided to the RTA for its review. In addition, we will continue to contact corporations in the corridor concerning this project, and will continue to work with organizations such as the East West Corporate Corridor Association and the Illinois Corridor Transportation Management Association.

Numerous private and civic organizations have expressed support for a PRT system in Lisle. Appendix A contains letters received from those organizations, including major developers, tenant and owner corporations, the hotels, and other interested businesses and organizations.

Village of Lisle Support for Public Transportation

The Village of Lisle has a history of supporting many public transportation projects in the past. Examples of this support follow.

- The Village of Lisle participated in the first Chicago area suburban UMTA/IDOT Commuter Station and Parking Improvement project, in 1978. Under this project, Lisle and the Burlington Northern were able to completely remodel and greatly improve the commuter facil-

ity. A new station was built, complete with a station building, new platforms, pedestrian tunnels, paved parking lots, and lighting. This improvement benefited not only Lisle residents, but also residents of Woodridge, Bolingbrook, Naperville, Wheaton and Glen Ellyn who use the Lisle commuter station.

- In 1987, Mayor George Varney formed the Ad Hoc Commuter Transportation Committee, whose purpose was to study means of improving commuter access to the Lisle commuter station. That committee produced a comprehensive report in June of 1988, covering access by auto (both parking and kiss and ride), Pace bus, bicycle, and foot. Many of the recommendations of the committee were acted upon, and the Board has regularly reviewed and updated its findings. Several major improvements have resulted from that report. In 1989, Lisle's efforts were recognized when the CATS Operation Green Light Commuter Station Subcommittee asked a Lisle staff member to make a presentation on the study that this committee did concerning access to the Lisle station. The Lisle report was offered as a model to other communities.
- In 1989, Mayor Ronald Ghilardi formed a permanent Citizens' Transportation Advisory Committee. This citizen's committee has met regularly since that time with the Transportation Committee of the Board of Trustees (one of six standing committees, consisting of three trustees). This committee has dealt with a number of issues related to public transportation, including an ongoing cooperative dialogue with Pace Suburban Bus Service concerning possible improvements to Pace service in the Lisle "commuter shed" area. Several major improvements have resulted from that committee's efforts, including addition of mid-day bus service and expansion of the evening service.
- The Village of Lisle staff has regularly worked with the Pace staff on issues such as:
 - Bus staging problems at the Lisle Metra station.
 - Specific improvements to routes that serve the Lisle Metra station.
 - Implementation of new off-peak commuter service at the Lisle Metra station (mid-day and evening routes).
 - Promotion and advertising of Pace routes through realtors, homeowners associations, Chamber of

Commerce greeter service for new residents, development of a Lisle area transportation handbook, provision of free ride tickets to those on our commuter parking permit waiting list, etc.

- Miscellaneous issues such as use of the tollway by Pace buses, additional bus shelters in Lisle, and coordination of services with private carriers.
- The Village of Lisle has been actively involved in promoting the study of a new train station along the Burlington Northern line in the vicinity of I-355 and Walnut Avenue, at the eastern edge of Lisle. Metra is currently pursuing a grant to accomplish preliminary studies of that concept.

Appendix B contains a sample of correspondence between the Village of Lisle, and Pace and the Burlington Northern Railroad, concerning ongoing cooperation between their organization and the Village of Lisle.

CONCLUSION

The Village of Lisle is very enthusiastic about being the host community for the first PRT site. We think Lisle should be the RTA's choice for the following reasons:

- The Village of Lisle already has one of the busiest Metra stations in the six-county Chicago metropolitan area, with eleven Pace routes serving it. The opportunity exists here to tap into that existing Metra and Pace network, and create a new market for their services: those who live along the Burlington Northern or a Pace route, and who work in the I-88 Lisle area corridor. Lisle's Metra service, Pace service, and the PRT would complement each other exceedingly well.
- Geographically, the Lisle corporate corridor and its high concentration of potential riders is close to the existing Metra station, with its supporting Pace service. This enables the RTA to build a small PRT system as a prototype, yet there exists excellent opportunities to expand the initial system in small, manageable increments.
- Within the Lisle site is an unusual mix of suburban office campus developments; numerous major corporations both as tenants and as owners; major hotels and restaurant facilities; and the Morton Arboretum. All of these are located at the intersection of four major highways--I-88, I-355, Route 53 and Route 34/Ogden Avenue--and within a short distance from a major Metra station with supporting Pace service that covers a large suburban area. This unusual cross-section would allow a Lisle PRT site to furnish the greatest level of data on a prototype system, as well as a high visibility for the prototype.
- Lisle's location in DuPage County offers a sophisticated level of potential users on which to test a new type of system such as PRT.
- Many of the hotels and corporations have a critical need for certain types of workers. They are looking for a solution to their labor pool problems. One problem voiced by potential employees is the lack of convenient public transportation in this area. PRT would meet that need, serving both to increase the pool of potential employees for local businesses and to

reduce traffic congestion by providing an alternate means of transportation for workers.

- A PRT system in Lisle would provide a necessary link between the hotels in the corridor and their corporate visitors who need to travel to their places of business, as well as a link between the hotels and public transportation and recreational sites such as the Morton Arboretum. These links would eliminate many trips of short duration, thus alleviating traffic congestion.
- The level of local support for this project has been high from the very beginning. The level and breadth of that support can be seen in the enthusiastic letters contained and referenced in Appendix A.
- The Village of Lisle has a long history of actively supporting public transit in and around the Village of Lisle. The Village has worked closely and successfully with Pace, the Burlington Northern Railroad, Metra, and the Illinois Department of Transportation--Division of Public Transportation for many years, on a wide variety of projects.

The Village of Lisle will be happy to provide the RTA with any additional information which it may require. We will look forward with anticipation to the RTA's decision concerning this exciting PRT project.

APPENDICES

Appendix A Letters of support for PRT (samples)

Appendix B List of letters of support received

APPENDIX A

General Letters of Support

- Lisle Chamber of Commerce
- Village of Lisle Citizen's Transportation Advisory Committee

Core Route

- Corporetum Development Company (Corporetum Office Campus, Corporetum Towers)
- Hamilton Partners (Arboretum Lakes and Arboretum Lakes West)
- USF&G
- Hyatt Lisle Hotel
- Honda of Lisle
- August Colorchrome, Ltd.

Four Mile Extension

- Corporetum Development Company (Corporetum Office Campus, Corporetum Towers)
- Hamilton Partners (Arboretum Lakes and Arboretum Lakes West)
- R.R. Donnelly & Sons Co.
- Interlake

Six Mile Extension

- Fifield Realty Group (Westwood of Lisle) ¹
- Cabot, Cabot & Forbes Asset Management Company (Corporate Lakes)
- General Accident Insurance Company ²

Primary Extension

- Nardi Group (Olympian Office Center) ¹
- Walsh, Higgins & Company (Central Park of Lisle) ¹
- Daily Herald
- Lisle/Naperville Hilton

Notes:

1. Major property owners and developers.
2. Tenants and/or property owners.



Village of Lisle "The Arboretum Village"

1040 Burlington Avenue - Lisle, Illinois 6052-1898

Police Emergency • 911 / Non-Emergency • 719-0800 Building/Zoning • 719-0800
Public Works/ Maintenance Emergency • 407-1214 Park Ward/Parks • 408-1441 Business Office/Taxes • 408-1200

The Honorable Ronald S. Ghilardi, Mayor
March 5, 1991
Page Two

March 5, 1991

The Honorable Ronald S. Ghilardi, Mayor
Village of Lisle
1040 Burlington Avenue
Lisle, Illinois 60532

Re: Personal Rapid Transit for Lisle

Dear Mayor Ghilardi:

Unanimously, at our January 3, 1991 meeting, the Citizens' Transportation Advisory Committee recommended to the Board of Trustees that the Village of Lisle submit a proposal to the Regional Transportation Authority for becoming the Personal Rapid Transit demonstration site in the Chicago area.

Our reasons for supporting this proposal fall into two categories:

Why Lisle wants PRT:

- Future expansion of Lisle and current traffic congestion call for a cost effective alternative mode of transportation.

- We believe PRT would "put Lisle on the map." People will come to Lisle from all over the country, even all over the world, to observe the PRT in action. This brings economic benefit to the community.

- PRT would be a strong unifying element for our community, enabling, for example, eventual travel between our downtown area, the new Post Office on Ogden Avenue, and the library without using automobiles.

Why the RTA should choose Lisle:

- Lisle has one of Metra's busiest stations already in place, as well as a strong Pace network. PRT would enhance usage of these existing resources.

- Lisle has a fairly balanced mix of single-family housing, multi-family housing, small businesses, and large corporate offices within a relatively compact geographic area, which would demonstrate the various uses of PRT.

The Honorable Ronald S. Ghilardi, Mayor
March 5, 1991
Page Two

- Many of Lisle's businesses would be able to provide employment to people from Chicago and the near west suburbs through reverse commuting, using Metra and the PRT. Lisle's proposed core route includes this benefit; the possibilities grow with the PRT route length.

- Lisle's strategic location near major highways and the railroad make it a good starting point for PRT. Expansion of PRT outward from Lisle in all directions makes sense.

- Although a major medical facility is not within reach of Lisle, two large hospitals are within five miles of Lisle, which would be logical and feasible to include in future expansions.

In summary, we unanimously support this proposal due to the benefits that PRT would bring to our community. We also strongly believe that selecting Lisle for the demonstration system would provide the RTA with the realistic testing it seeks.

Sincerely yours,

VILLAGE OF LISLE CITIZENS' TRANSPORTATION ADVISORY COMMITTEE

David L. Denys
David L. Denys, Chairman

Sue Babcock
Sue Babcock, Vice-Chairman

Carl J. Krekels
Carl J. Krekels, Member

Susan J. Mueller
Susan J. Mueller, Member

John Mueller
John Mueller, Member

Andrew Vender
Andrew Vender, Member

SWalk
trealt 11



4750 Main Street • Lisle, Illinois 60532 • (708) 964-0052

Corporate Development Company

March 1, 1991

Honorable Ronald S. Ghilardi
Mayor, Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532-1898

March 7, 1991

The Honorable Ronald S. Ghilardi
Mayor
Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532-1898

Re: Personal Rapid Transit System for Lisle

Dear Mayor Ghilardi:

Please accept this letter as formal endorsement by the Lisle Chamber of Commerce for the Personal Rapid Transit System prototype for Lisle. The support in the business community for this project has been overwhelmingly positive. We feel strongly that Lisle has an excellent location for the PRT because of our placement on the corporate corridor and our connections with existing mass transit. The futuristic design of the PRT is consistent with the style of our corporate architecture in Lisle, and with Lisle's progressive attitudes toward development and mass transportation.

The Personal Rapid Transit system would be of great benefit to Lisle. Not only would it help to ease our traffic congestion, but it would alleviate our labor market problems by generating reverse commuting. We are also excited about the prospect of the tourism that would be generated by visitors anxious to view the prototype.

We get many calls in the chamber office from persons arriving by mass transportation who wish to go to the Morton Arboretum and the Lisle hotels. How nice it would be to be able to whisk them quickly and conveniently by PRT to their destinations. This would also be of major benefit to our large numbers of corporate visitors.

Please be assured of our full support for this project. We will assist in any way we can to facilitate the proposal.

Sincerely,

Gerald B. Kasper
Gerald B. Kasper
President

GDK/mr

Dear Mayor:

We would like to say that we support the development of a Personal Rapid Transit System in Lisle. It seems most appropriate that Lisle should be under consideration for a development phase of a Personal Rapid Transit System. In our opinion, Lisle differentiates itself in its availability for several reasons:

1. The area the PRT would serve is one of the best models or planned development in a suburban area. The character of the area the PRT would serve will be complementary to the design purpose of this PRT System 10 to 15 years from now.
2. As such, it provides a critically viable opportunity for this System to be tested adequately.
3. It combines an unusual mix of corporate office, hotel, quasi-public facilities (Morton Arboretum), public transportation, all at the confluence of two major highway systems and several important secondary arterials -- Route 53, Ogden Avenue, Warrenville Road.
4. Relatively speaking, there are very few property owners with whom the System would be coordinated with. This is a distinct advantage from the standpoint of planning and implementing the development of the System.

In short, we feel Lisle, and specifically the designed route, would be an excellent place to incubate this exciting idea. Sincerely,

John A. Colton
John A. Colton
President
CORPORETUM DEVELOPMENT COMPANY
450 Warrenville Road, Lisle, Illinois 60532, Telephone (708) 241-4455

450 Warrenville Road, Lisle, Illinois 60532, Telephone (708) 241-4455
450 Warrenville Road, Lisle, Illinois 60532, Telephone (708) 241-4455

JAC/bab

HAMILTON PARTNERS
ATTORNEYS AT LAW

HAMILTON PARTNERS
ATTORNEYS AT LAW

HAMILTON PARTNERS, INC.
2000 Burrillton Avenue
Des Plaines, Illinois 60010-3100
(708) 251-0141 Fax: (708) 251-5510

February 27, 1991

The Honorable Ronald S. Gilardi
Mayor
Village of Lisle
1000 Burrillton Avenue
Lisle, IL 60532

RE: Personal Rapid Transit Systems

Dear Mayor Gilardi:

Hamilton Partners is the owner and developer of the 41 acre Arboretum Lakes Complex at the northern edge of the Village of Lisle. To date we have constructed 605,000 square feet of office space and our buildings house approximately 1,000 employees.

Over the last six years, Lisle has developed into one of the foremost corporate areas in all of suburban Chicago. Its proximity to I-88, the new I-355, and the Metra train line, make its access second to none. We believe that the location of a PRT system from the Metra train station in Lisle to points along the Warrenville Road corporate corridor would help attract corporate clients to this location. We also believe that it would be a great aid to local residents in reducing the parking volume currently being experienced at the train station.

Certainly ground transportation gridlock will be one of the great problems facing suburban officials in the 1990's and beyond. These problems must be solved in order to maintain DuPage County and other collar counties as attractive places to live and work.

We eagerly support the location of a PRT system in Lisle and look forward to assisting in any way we can.

Sincerely,

David M. Andrews
David M. Andrews

Partner
Hamilton Partners
DMA/1m

March 12, 1991

The Honorable Ronald S. Gilardi
Mayor
Village of Lisle
1040 Burrillton Ave.
Lisle, IL 60532-1898

Dear Mayor Gilardi:

As you know our firm has been active for the last several years building an office project on the south side of Warrenville Road just east of Route 53. Across Warrenville Road from us is an additional block of office space that has been marketed under the name "Corporatum". In addition, a quarter of a mile to the west of us is the new Hyatt Hotel. All of this represents a concentration of business space that helps mass transit be more viable.

Accordingly, we are excited about the PRT system that Lisle is proposing, particularly if this system effectively connects the various concentration of jobs with the Metro train station in Lisle. The United States has spent the last 35 years completing the inter-state highway system. It is exciting for me to think that we might spend the years ahead concentrating on a new state-of-the-art mass transportation system for this country. The proto-type PRT system that you are bidding for would be an exciting start for mass transit and Lisle in particular. Hamilton Partners is an anxious and an enthusiastic supporter of your PRT proposal.

You're very truly,

Allan J. Dalton
Allan J. Dalton
Partner

UNITED STATES FIDELITY AND GUARANTY COMPANY



FIDELITY AND GUARANTY LIFE INSURANCE COMPANY

850 WAVERLYVILLE ROAD • LISLE, ILLINOIS 60532 • PHONE 708-968-4500

GEORGE B. YOUNG
President/Secretary Manager

March 3, 1991

Honorable Ronald S. Ghilardi
Mayor
Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532-1898

RE: Personal Rapid Transit System for Lisle

Dear Mayor:

The USFG has been a tenant in Corporate in Lisle for almost six years. Some of our employees travel to work using the train system. The Personal Rapid Transit system would improve the trip our employees make from the train station to the office and back each day. The system could also open up a larger labor pool from which we could draw on.

We chose Lisle because of its excellent location and business environment. The Personal Rapid Transit system would greatly enhance the transportation that is available to our employees and customers.

We see the Personal Rapid Transit system as making our working environment more attractive. It is an excellent potential solution to current traffic bottlenecks. We are pleased to see that the City is active in working to secure the system for our own community. Please feel free to call on us if you need assistance.

Sincerely,
George B. Young
George B. Young
General Manager

GBY:mw

February 26, 1991

The Honorable Ronald S. Ghilardi
Mayor
Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532-1898

Dear Mayor:

We would like to relay our enthusiastic support of the proposed Personal Rapid Transit System for Lisle. As a hotel serving the business and leisure traveler to Lisle, an amenity such as that would enable us to better serve our current guests, at the same time, the existence of such a system would provide us with a valuable marketing tool to promote Lisle as a travel destination.

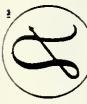
Please let us know if we may be of further assistance in the support of this proposal.

Sincerely,

Chris Floyd
Chris Floyd
General Manager
Hyatt Lisle

AUGUST COLORCHROME, LTD.

UNIQUELY PROFESSIONAL FILM & PRINT PROCESSING
4611 MAIN STREET / LISLE, ILLINOIS 60532 / (708) 984-0012



March 8, 1994

The Honorable Ronald S. Ghilardi
Mayor
Village of Lisle
1040 Burlington Avenue
Lisle, IL 60522

Re: Personal Rapid Transit System for Lisle

Honorable Mayor:

For almost 20 years, my brother Guenter and I have been businessmen and property owners in the Village. In that time, we have seen our business grow to an annual sales rate of over \$80,000,000 and watched our Village neighbors grow accordingly.

We are very excited about the proposed Personal Rapid Transit System for the Village. Our business location is across from one of the proposal passenger embarkation sites (HAWT hotel).

Our Management Team has just concluded a survey of customers who visit either one of our four dealerships and found that over 60 individuals a day could use the PRT system if it were available today. These figures are conservative at best and should increase in the future as our business continues to grow.

If there is anything that Guenter or I can do to assist you in securing this exciting network transportation system for our village, please don't hesitate to call.

Sincerely,

J. M. August
Horst Koralus
President
HK:co

February 20, 1994

Village of Lisle
1040 Burlington Avenue
Lisle, IL 60522

Attention: Mayor Ghilardi

Dear Mayor Ghilardi:

As a businessman with his business located on the proposed route of the Personal Rapid Transit, I would like to offer my complete and whole-hearted support. As the setting on February 20th pointed out, Lisle is in a unique position to afford the greatest opportunity to test this new concept. The short distance between the train station and the Warrenville business corridor plus the nearby recreational use of this concept in regard to the Morton Arboretum gives the test situation a seven-day-a-week approach.

If I can assist in any manner, please feel free to call on me.

Sincerely,

J. M. August
August Colorchrome, LTD.

Jerome M. August
President

The Lisle Side Press
R.R. DONNELLEY & SONS COMPANY

790 WARRENVILLE ROAD
LISLE, ILLINOIS 60532
111 708 719-5600 FAX 708 810-2022



WILLIAM A. THOMPSON
President
Technology Group

March 7, 1991

Mr. Ronald S. Ghilardi
Mayor, Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532-1698

Dear Mayor:

Re: Personal Rapid Transit System for Lisle

As one of the major corporations in the I-88/Warrenville Road corridor, we are extremely enthusiastic about the possibility of the Personal Rapid Transit System circulating in our area. This PRT system would greatly enhance the transportation that is available to our employees. DuPage County seems like an ideal place to test a PRT system because of the sophisticated level of the users and because of the changing transportation patterns. The future of the suburbs to some extent is reliant on our ability to change and modify the commuting habits of those raised, bred and dependent on cars.

We eagerly await further news on our progress in the competition for test sites. Please let us know what we can do to further support this type of progress in the community.

Sincerely,

William A. Thompson
President, Technology Group

/ms

Mr. Robert Reum
President and Chief
Executive Officer

March 8, 1991

Honorable Ronald S. Ghilardi
Mayor
Village of Lisle
1040 Burlington Avenue
Lisle, Illinois 60532-1698

Re: Personal Rapid Transit (PRT) System for Lisle

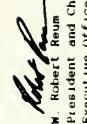
Dear Mayor Ghilardi:

As a FORTUNE 500 corporation headquartered on Warrenville Road in Lisle, we wish to extend our support of the Personal Rapid Transit system concept and the Village's efforts to be selected as a test site for the first PRT demonstration system. Many of our employees can personally attest that roadways in DuPage County are becoming increasingly congested as industrial, commercial and residential development expand throughout the area. The existing expressway system is often incapable of efficiently handling the present volume of automobile traffic. Personal Rapid Transit appears to be an innovative, cost-effective approach to improving suburban mobility while minimizing the environmental impact.

A PRT demonstration system that would service the I-88/Warrenville Road corridor could certainly benefit employees, suppliers and visitors traveling to our offices. We're pleased the Village elected to include the I-88/Warrenville Road corridor among its proposed PRT routes.

We look forward to hearing more about Lisle's progress in the competition for test sites. Please let us know if we can be of further support in your efforts.

Sincerely,


Robert Reum
President and Chief
Executive Officer

WRR:gmP



Fitfield
Fifield Realty Corp.
1777 W. Wacker Drive, Suite 1000
Chicago, IL 60606
(312) 445-1700

February 18, 1991

The Honorable Ronald S. Ghilardi
Mayor
Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532-1898

RE: Personal Rapid Transit System for Lisle

Dear Mayor:

As a property owner and developer of the office campus, Westwood of Lisle in the Village, we are extremely enthusiastic about the possibility of the Personal Rapid Transit System circulating in our area. We have chosen Lisle for our new development because of its excellent location and progressive outlook as it relates to future development. This PRT system would greatly enhance the transportation that is available to residents and tenants in the Village. DuPage County seems like an ideal place to test a PRT system because of the sophisticated level of the users and because of the currently changing transportation patterns. Additionally, the idea of a rapid transit system in a significantly residential area with pockets of commercial development is more forward thinking than adding rapid transit lines to more densely urbanized environments. The future of the suburbs to some extent is reliant on our ability to change and modify commuting habits of those raised and bred in the car-dependent suburbs.

We will eagerly be awaiting further news on our progress in the competition for test sites. Please let us know what corporations like our own can do to further support this type of progress in our community.

Sincerely,

Robert E. Siskind
Executive Vice President
Fifield Realty Corp.

jms/read/fit

2828 CASSET DRIVE, SUITE 103, LISLE, ILLINOIS 60532

2/17/91 10:05 100-47-1
RECEIVED
RECORDED
FEB 17 1991

March 13, 1991

The Honorable Ronald S. Ghilardi
Mayor, Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532

Dear Mayor Ghilardi,

As the developer of nearly 600,000 square feet of first class office space, accommodating among others two major corporate headquarters (Panasonic and Van den Berg Foods) and a large facility for AT&T's Network Software Systems group, Cabot, Cabot & Forbes is enthusiastically in support of your drive to attract a test site for the RTA's Personal Rapid Transit System.

Over the past few years, Lisle has matured into a major center for Chicago area commercial business. The village has been chosen many times to be home to world-class corporations. With that growth, though, has come the inevitable transportation issues we have experienced here. We believe that a test location for the PRT that connects major existing transit points with logical and important destinations (especially along Warrenville Road as you have largely) is essential for proving whether the PRT system is both viable and efficient. Lisle fits the bill exceedingly well.

Please know, Mr. Mayor, that Cabot, Cabot & Forbes expects to be a major contributor to the continued measured growth of Lisle and hope that you will call upon us to assist you in your drive to locate the RTA PRT test site here.

Thanks for your attention.

Sincerely,

James F. Dorney
Executive Vice President
Cabot, Cabot & Forbes

GA

THE NARDI GROUP LTD.
CORPORATE REAL ESTATE SPECIALISTS

1177 Kildare
Attn: Richard D. Nardi
INSURANCE
700 N. Dearborn Street
Chicago, IL 60610
773.553.1500

March 6, 1991

The Honorable Ronald S. Chittardi
Mayor
Village of Lisle
1040 Burlington Avenue
Lisle, Illinois 60532-1898

Re: PERSONAL RAPID TRANSIT

Dear Mayor Chittardi:

As a corporate property owner and employer in the Village of Lisle, we were most interested to learn of the Personal Rapid Transit prototype which has been proposed for our Village. We are extremely impressed with the foresight and vision of this plan and feel that it is right on target with the needs of our business community.

Our company would benefit most specifically from a tie-in with the Burlington Northern Railroad Station. Due to the labor shortage in western DuPage County, we have been actively recruiting entry level trainees and clerical workers from communities to the east, many of whom commute daily via the train.

We are very pleased with the progressive atmosphere of the Village of Lisle and this proposal and wish to support your bid to be chosen as the test site. Our corporate commitment to Lisle is very strong. Should our Village be selected, General Accident Insurance would also be interested in further discussions regarding the construction of a PRT stop in our facility.

In the meantime, please let us know if we may be of any further assistance to you in this project.

Very truly yours,
Richard D. Nardi
President Manager
JRN/R/mc

March 6, 1991

Mayor Ronald S. Chittardi
VILLAGE OF LISLE
1040 Burlington Avenue
Lisle, Illinois 60532-1898

Date: Mayor Chittardi

As the Owner/Developer of The Olympian Office Center in the Village of Lisle, we are most supportive of pursuing being chosen as the test site for the (PRT) Personal Rapid Transit System being proposed in the test site. Not only are we enthusiastic as Owner/Developers, but I can assure you that our tenants representing a wide cross section of Corporate America are as enthusiastic as the prospects of being chosen as the successful test site.

Ease of access and ground transportation are always the highest priorities in the list of requirements/needs of a corporation making a location or relocation decision. Therefore, the success in being the recipient of the PRT System could prove to be invaluable to the Village of Lisle, the Developer Community of Lisle and all of the citizenry, both residential and corporate of Lisle.

In addition, a community such as the Village of Lisle can prove to be invaluable to the Regional Transportation Authority (RTA) in their test (PRT) Personal Rapid Transit program. The proposed route serving one of the greatest concentrations of Corporate America in DuPage County as well as the State of Illinois is unequalled. The unusual cross section of developments being served by the Metra rail line can undoubtedly, furnish the greatest data and highest visibility for the proposed system.

We look forward to your further word pertaining to this program, and to the Village of Lisle being chosen the successful bidding community. Please advise either for our staff of professionals can assist in any way.

Very truly yours,

THE NARDI GROUP LTD.
Stephen Nardi
Stephen Nardi
SUN/pc

Richard D. Nardi
Richard D. Nardi
Operations Manager

Daily Herald

March 6, 1991

The Honorable Ronald S. Ghilardi
Mayor, Village of Lisle
1040 Burlington Avenue
Lisle, Illinois 60532-1898

Mr. Gerald D. Kasper
President, Lisle Chamber of Commerce
4750 Main Street
Lisle, Illinois 60532

RE: BUR MAH PRESIDENT AND DIRECTOR

February 26, 1991

Mayor Ron S. Ghilardi
Village of Lisle
1040 Burlington Avenue
Lisle, Illinois 60532

Dear Mayor Ghilardi:

We apologize for our unavailability to attend the meeting on Wednesday, February 20, 1991. This lack of attendance should not be interpreted as a lack of interest in the PRT.

Walsh, Higgins & Company, as a land owner, developer and tenant in Lisle consider this to be an extremely worthwhile and valuable project. We would be glad to contribute our time and expertise as is necessary in evaluating this. Many tenants and prospective tenants for Central Park of Lisle inquire about the mass transit system available to the area.

If I can be of further assistance, please do not hesitate to contact me.

Sincerely,

Randy W. Stoen
Randy Stoen
Vice President - Development

RT/ek

RE: BUR MAH PRESIDENT AND DIRECTOR

Dear Mayor Ghilardi and Mr. Kasper:

I wanted to respond to your letter dated March 1. My response is intended for your information rather than for inclusion in your presentation to the PTA.

We are very excited by the possibility that an experimental Personal Rapid Transit system may be built in Lisle, particularly since it would literally go past our front door. As you know, we will be combining all of our DuPage office facilities at the Corporate West Office Center this Spring. A system like the one envisioned in your plan could be a great convenience to the more than 100 Daily Herald employees who will be housed there.

You also, undoubtedly, are aware that two other communities served by the Daily Herald are competing to be the test sites for a PRT system. We have concluded that, if we were to throw our support behind any of these proposals at this stage, it would raise questions in the other communities about the impartiality of our news coverage. Therefore, we are unable to provide a letter of support to include with your application.

We hope you will understand our position. We look forward to getting better acquainted and to our move into Lisle, now scheduled around April 15.

Sincerely,

Allen Baumle

DEB / In

PUBLIC PUBLICATIONS, INC.
Post Office Box 180
Algonquin, Illinois 60102
Telephone 708/850-7000
Fax 708/850-7014

WALSH HIGGINS & COMPANY
4225 NATHANIEL ROAD SUITE 200 LISLE IL 60532
(708) 456-1880 FAX (708) 456-1245

LISLE/NAPerville
ILLINOIS

February 21, 1991

Mr. Ronald S. Ghilardi,
Mayor
Village of Lisle
1000 Burlington Avenue
Lisle, Illinois 60532-1898

Dear Ron,

As an operator of a leading Lisle service business, the proposed Personal Rapid Transit System is exciting!

The positive effects of a prototype system being located in Lisle would be extremely beneficial to the entire corporate, business and residential community.

In addition to easing our labor shortage by generating reverse commuting, as well as relieving traffic congestion, the high profile provided to the Village of Lisle during the developmental, construction and initial operating stages would be immeasurable.

Please count on my full support and will make myself available for any assistance the hotel or I might provide.

Most Sincerely,



Jerry Stone
General Manager
JS/jps

UNICITY
USA

UNICITY Corporation
One Lisle Center, Lisle, Illinois 60532
(708) 422-1000
FAX: (708) 422-1001

APPENDIX B

**SUPPORT FOR PUBLIC TRANSPORTATION BY THE
VILLAGE OF LISLE: CORRESPONDENCE WITH
PACE AND THE BURLINGTON NORTHERN RAILROAD**



BURLINGTON NORTHERN RAILROAD

Suburban Services Department:

233 North Broadway
P. O. Box 0100
Aurora, Illinois 60507-0100
(708) 820-4900
February 28, 1991

Mayor Ronald S. Ghilardi
Village of Lisle
1040 Burlington Avenue
Lisle, Illinois 60522-1898

Dear Mayor Ghilardi:

Congratulations on the Village of Lisle being selected by the Regional Transportation Authority (RTA) to submit Request for PR1 Site Selection Proposal (RFP) as part of the RTA Personal Rapid Transit (PRT) Project. I have worked closely with the Lisle Village Staff on several computer related capital improvement projects. I have found the staff to be highly professional, very courteous and cooperative, and always focused on completing the projects on schedule and within budget. I have been particularly impressed with the manner in which the Staff has remained service oriented from starting to finishing each project.

The Village of Lisle entered into a Contract Lease Agreement with Burlington Northern Railroad on May 1, 1998 concerning the future use of computer station on the premises to improve computer service and convenience within the community. The Village of Lisle, after signing the above Agreement, caused the new computer station to be constructed with adequate lighting, cables and shelters as seen on the site today. Our recorded documents of computer service and convenience at the Lisle Station show continued improvement as a direct result of the many capital projects secured by the Village and Burlington Northern Railroad working together.

As a representative of Burlington Northern Railroad and Metra providing computer service through your community, I offer my support for your efforts to secure one of the Regional Transportation Authority's (PRT) sites. I am confident that your staff will go beyond any requirements to ensure comprehension of RTA's Personal Rapid Transit Project systems and procedures. Each member of the Village Staff is apparently very proud of their association with the Village of Lisle.

Please contact me if I can be of any assistance.

Sincerely,
S. Zimmerman
Director Suburban Operations

SZ/1398s

Suburban Services Department:

550 West Argonne Road, Arlington Heights, Illinois 60005 (708) 364-PACE

Board of Directors:
Florence Brown
Chairman
Robert Parker Cohn
Alice Schaefer
Ronald L. Venz
Henry Kline
Charles Puccio
Lorraine Puccio
Vernon T. Squires
Chester Spaniach
Richard L. Venz
Carl L. Venz
Charles Puccio
Joseph Dohm
Executive Director

March 11, 1991

Ms. Mary Lou Kalsted
Assistant Village Manager
Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532-1898

Dear Ms. Kalsted:

We appreciate the cooperation we have received from the Mayor's Office, the Lisle Transportation Committee and the Citizen's Transportation Advisory Committee in addressing the transportation concerns of the Lisle area. Through our cooperation over the past several years, Pace has been able to respond to concerns which affect both the increased traffic congestion of the area and the operations of the Pace system.

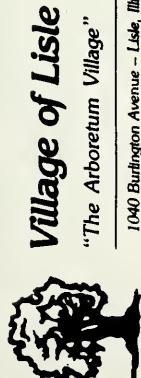
Issues which have been addressed through meetings and other contacts include improving the bus circulation routing at the Lisle Metra station, improvements in the outing of several bus routes, expanding service to new growth areas, joint marketing of Pace services to the residents within the area and upgrading the information display at the Lisle station.

Thank you again for the input of the village regarding our service and if you should have any questions, please feel free to contact me.

Sincerely,

Melinda J. Metzger
Department Manager
Bus Operations
M.J.M.-dat

cc: Ronald S. Ghilardi, Village President
Carl N. Doerr, Village Manager



Polar Emergency 904-2171 Building Zoning/Engineering 710-0808
Police Non-Emergency 710-0800 Street Department 904-7444
Wear Saver 905-1241 Business 905-1200
Hab 1200

1040 Burlington Avenue - Lisle, Illinois 60532-1898
November 9, 1990

Mr. Abner Ganet
Member, Board of Directors
Pace Suburban Bus Service
550 N. Arlington Road
Arlington Heights, IL 60005

RE: New Pace Service at the Lisle Commuter Station

Dear Director Ganet:

On behalf of myself and the Board of Trustees, we would like to express our great appreciation for the additional commuter bus service that Pace recently added at the Lisle commuter station. The additional mid-day and late evening service, as well as the additional service to the Arborwest Villages Apartments will, I think, make the usage of Pace bus service a more viable alternative for the many people who commute from the Lisle station. The Village of Lisle will be happy to work with your staff in any way we can to help make these routes a success.

We see this new service as a very positive outcome of the continuing dialogue between Pace and the Village of Lisle. We have many more ideas on which we would like to work with you in the near future, including the writing of the transportation handbook for the Lisle area and joint subsidy of Pace multi-ride tickets for those who travel to the Lisle station.

Thank you for the new services. We look forward to continued cooperation with Pace.

Very truly yours,
Ronald S. Ghilardi
Ronald S. Ghilardi

Ronald S. Ghilardi
Mayor

Sincerely,

11/16/90
Melinda J. Metzger
Department Manager
Bus Operations

MJM/dd

MLK:dmn
CC: Board of Trustees
Village Manager Doerr
Mr. Joseph Dljohn, Executive Director, Pace
Mr. Michael Mini, Pace
mkl10990

Pace

550 West Arlington Road, Arlington Heights, Illinois 60005 (708) 364-PACE

Board of Directors
Florence Bone
Robert P. Cahn
Albert Ganet
Ronald Gorielsky
Harry Krousk
Charles L. Pance
Lorraine Poplak
Vernon R. Squares
Richard L. Vande
Carl White
Charles Zehn
Joseph Dljohn
Executive Director

October 17, 1990

Mary Lou Kalsted
Assistant Village Manager
Village of Lisle
1040 Burlington Avenue
Lisle, IL 60532

Dear Mrs. Kalsted:

This letter is a follow-up to my letter dated August 29, 1990 regarding suggestions on Pace service made by the Village of Lisle.

Pace staff will be available to meet with the Lisle Transportation Committee to review your recommendations and our comments. In addition, Pace is currently working on plans to provide additional off-peak service from the Lisle Metra station during the midday and evening periods.

We appreciate the cooperation we have received both from the Mayor's Office and the Citizen's Transportation Advisory Committee. Please feel free to contact my office at your convenience to arrange for a meeting with the Lisle Transportation Committee and Pace staff.

Thank you for your continued support and interest in transportation.

cc: Abner Ganet, Director
Honorable Ronald S. Ghilardi, Mayor, Village of Lisle
Joseph Dljohn, Pace

8/4/2008
WT 140786 1 27 00



HF GROUP-IN

